





Vol. XLIII. No. 7447.

號十三月六年七十八百八千一英

HONGKONG, THURSDAY, JUNE 30, 1887.

Established February,

日十初月五年亥丁

PRICE, \$2 PER MONTH.

TENTS FOR THE OHINA MAIL

SPON: F. ALGAR, 11 & 12, Clement's

STREET & Co., 30, Cornhill. GOBDON

& Gorch, Ludgate Circus, E.C. BATES

SENDY & Co., 37, Walbrook, E.C.

SAMUEL DEACON & Co., 150 & 154,

Leadenhall Street. W. M. WILIS, 151,

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FRANCISCO and American Ports

enerally: BRAN & BLACK, San Fran-

TRAINA, TASMANIA, AND NEW

SA:-Macon, F. A. DE CRUZ. Swa-

OURLES & Co. Amoy, N. MOALLE.

orchour, Henor & Co. Shanghai,

LAYE, CHAWFORD & Co., and KELLY

& Walsh. Yokohama, LANE, CRAW-

Banks.

NOTICE.

SAVINGS' BANK.

& Co. 36. Rue Lafayette, Paris.

APOTHECARIES Co., Colombo.

Foun & Co., and KELLY & Co.

Camon Street, E.C. .

bourne and Sydney.

& Co. Manila.

Lant. Lombard Street, E. C. GEORGE

Intimations.

HONGKONG BRICK AND CEMENT COMPANY, LIMITED.

OFFICE, No. 5, QUEEN'S ROAD. THRE BRICKS OF SUPERIOR

QUALITY FOR SALE. PRICE, \$30 PER 1,000. The following Testimonial has been re-

ceived from F. W. CROSS, Esq., Manager, HONGKONG AND CHINA GAS COMPANY, 'I have herewith much pleasure in testi-

fying to the quality of the Fine Bricks as ZEALAND :- GORDON & GOTCH, Metmade by you at your new works. 'In appearance the Brick is light and soft LON:-W. M. SMITH & Co., THE as compared with the ordinary Fire Brick used in the Colony, but this I may say is CAPORE, STRAITS, &c.: -SAYLE & characteristic of the best English Fire Square, Singapore. O. Heinszen Brick.

'After a very severe test I have no hesitation in saying that this Brick is admirably suited to resist any degree of heat that it may be likely to undergo and for all purposes that Fire Bricks are used for. 'I am now about to build them into one of my Furnaces and have no doubt of their being able to stand as well as the English Fire Bricks I have been using.

Hongkong, May 23, 1887. CHAS. J. GAUPP & Co., BULES OF THE HONGKONG Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths. NTAUTICAL, SCIENTIFIC AND METEOROLOGICAL

INSTRUMENTS. VOIGTLANDER'S CELEBRATED BINOCULARS AND TELESCOPES. RITCHIE'S LIQUID AND OTHER COMPASSES.

ADMIRALTY & IMRAY CHARTS, NAUTICAL BOOKS. English SILVER & ELECTRO-PLATED WARE. Christofle & Co.'s ELECTRO-PLATED WARE, GOLD & SILVER JEWELLERY. in great variety.

DIAMONDS o- AND -DIAMOND JEWELLERY.

A Splendid Collection of the Latest London PATTERNS, at very moderate prices 742 NOTICE.

Each Depositor will be supplied gratis with a Pass-Book which must be pre-NYEITHER the AGENTS, nor the OWNERS IN will be RESPONSIBLE for any sented with each payment or withdrawal. Depositors must not make DEBTS Contracted by the Captain, any entries themselves in their Pass- OFFICERS or CREW of the American Barque Baoks but should send them to be Southern Chief during her stay in Hong-

> ARNHOLD, KARBERG & Co, Agents.

Hongkong, June 10, 1887. NOTIUE.

HONGKONG AND WHAMPOA DOCK Withdrawals may be made on demand, but the personal attendance of the COMPANY; LIMITED.

CHIPMASTERS and ENGINEERS are depositor or his duly appointed agent, their arrival in this Harbour, NONE of the Company's FOREMEN shoul be at hand, Orders for REPAIRS if sent to the HEAD OFFICE, No. 14, Praga Contral, will

receive prompt attention. In the Event of Complaints being found necessary, Communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dis-SINGKONG & SHANGHAT BANKING

satisfaction. D. GILLIES, Secretary.

Hongkong, August 25, 1885. NOTICE.

THE Undersigned are Some AGENTS for Hongkong and Manila for the Sale of THE MONTSERRAT LIME JUICE, THE MONTSERRAT LIME JUICE

CORDIALS. A. S. WATSON & Co., LD. Hongkong, May 3, 1887. NOW COMPLETE

SUPPLEMENT. CHINESE DICTIONARY

CANTONESE DIALECT, DR. E. J FITEL.

CROWN OCTAVO, PP. 1018.

Hongkong, 1877-1883. Part I. A.K., \$2.50 Part II. K-M, \$2.50

Part HI. M-T, 23.00 Part IV. T-Y, 93,00 Reduced price, per Complete Sat, \$10.00,

or, for Five Sets, \$10.00. This Standard Work on the Chinese Language, constructed on the basis of Kanghi's Imperial Dictionary, contains nearly all Chi-

nese characters in practical use, and while its granted on London, and the alphabetically arranged according to the for The Tam Chow & Tai Yu Shan Min-Commercial places in Europe, India, sounds of the oldest dialect of China, the Can- ING COMPANY. tonese, it gives also the Mandarin pronuuciation of all characters explained in the on application at ON TAI INSURANCE OFFICE. book, so that its usefulness is by no means | Tenders will be Received up to Noon on confined to the Cantonese Dialect, but the the form July. work is a practically complete Thesaurus of the whole Written Language of China, ancient and modern, as used all over the Empire, whilst its introductory chapters serve the purposes of a philological guide MICE is hereby given that the Busi-NESS of GENERAL STORE-KEEPERS and to the student.

firm or Chop of HOK LEE HONG & of the Radicals, an Index, and a List of Tiong AH Hok and TAN KING SING Surnames, is published and sold separately. LANE, CRAWFORD & Co.

Hongkong, April 4, 1867 DENTISTRY.

FIRST CLASS WORKMANSHIP. MODERATE FEEST

MR. WONG TAI-FONG, Surgeon Dentist. (FORMERLY AUTICLED APPRENTICE AND LAT-

TERLY ASSISTANT TO DR. ROGERS,) T the urgent request of his European A and American patients and friends, has TAKEN THE OFFICE formerly occupied by Dr. Rogens, No. 2, DUDDELL STREET.

CONSULTATION FREE.

Discount to missionaries and families. Sole Address 2, DUDDELL STREET, (Next to the New Oriental Bank.) Hongkong, January 12, 1885.

Business Notices.

CHRISTY'S

CRAWFORD LANE,

VENTILATED PERSPIRATION-PROOF BANDS.

LANE, CRAWFORD & Co.

Hongkong, June 25, 1887.

T ADIES' MACINTOSH COATS and MANTLES.

UMBRELLAS and PARASOLS. PICOT EDGE RIBBONS, all Colours. TUSSORE STRIPE DRESS MATERIALS. (CHEAP AND VERY EFFECTIVE.)

NEW MILLINERY, TRIMMINGS. BLACK BEADED TABLIERS and DRESS TRIMMINGS. FIVE O'CLOCK FEA CLOTHS. TIFFIN CLOTHS, NEW FANCY WORK.

VICTORIA EXCHANGE, June 30, 1887. (TELEPHONE 21).

ROBERT LANG &

Tailors, Hatters, Shirtmakers & General Outfitters, QUEEN'S ROAD (OPPOSITE HONGKONG HOTEL).

OUR SPRING STOCK OF

CENTLEMEN'S SHIRTS and COLLARS, UNDERVESTS,

PANTS and HALF-HOSE, BOOTS and SHOES.

CHRISTY'S FELT, TERAI and STRAW HATS, UMBRELLAS,

HANDKERCHIEFS, &c.

Hougkong, April 6, 1887.

Victoria Hotel, Praya and Queen's Road Central, Hougkong.

THIS Extensive and well-appointed Establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c , has recently been much unlarged and improved and is now one of the principal Horris in the place. The ROOMS are spacious, well ventilated and have just been refurnished in a most comfortable and handsome manner, suited to the equirements of the Far East. The Accommodation and Service of every kind will be found to be of the best description. An ample and varied TABLE D'HOTE is always provided and served in the spacious, large DINING HALL.

The HOTEL also contains handsome and comfortable Reception, READING, BILLIARD and Shoking Rooms. The HOTEL is unsurpressed for comfort, convenience and quick service.

Continental languages are spoken. Messrs. DORABJEE & HING KEE, Proprietors.

Hongkong, September 16, 1885.

J. COOK, Proprietor. THE HOTEL IS CENTRALLY SUTURED AND WITHIN A PEW MINUTES WALK FROM THE PRINCIPAL LANDING PLACES.

GOOD ACCOMMODATION FOR VISITORS. CHARGES MODERATE. TIFFIN at 1 o'Clock. DINNER at 7.30.

VENTILATED BILLIARD WELL TEFIN 50 CENTS. DINNER 75 CENTS. WINES, SPIRITS AND MALT LIQUORS OF THE VERY BEST QUALITY ONLY. Hougkong, April 1, 1887.

Intimations.

FILENDERS are Required for BUILDING CONDENSER, 1,200 feet Fluis and a CHIMNEY 60 feet high at Tai Yn Shan, ;

Full Particulars, Plans and Specifications Hongkong, June 23, 1887.

MASONIC CLUB, LIMITED. A PPLICATIONS for the Appointment A of SECRETARY to the above Club ONE Good ROOM suitable for an

Hongkong, June 23, 1887. NOW READY. THE COMMERCIAL LAW AFFECT.

ING CHINESE; with special reference to PARINERSHIP REGISTRATION AND BANKRUPTCY LAWS IN HONOKONG. Copies may be had at the China Mail Office, and at Messra Lane, Chawford &

Co .- Price. Th cents. TO BE LET.

DISNEE VILLA'-PORFULUM. BEACONSFIELD' lately occupied by the Hongkong and Shanghai Banking Corporation. Possession from the first of July, when the Repairs will be completed.

BELILIOS & Co.; or to SHARP & Co., Hongkong, June 4, 1887.

DAVED SASSOON, SONS & Co. Hongkong, May 25, 13%. Estate Agents.

TO BE LET.

VERY COMFORTABLE FURNISHED A HOUSE, Commanding extensive Sea View, and very Cool in Summer.

Apply at THE HONGKONG DISPENSARY. Hongkoag, Jone 16, 1847.

TO BE LET.

A Supplement, arranged for being bound are invited; to be addressed to the CHAIR. OFFICE on the Ground Floor of our schow, in the Empire of China, under and used by itself, and containing a List MAN of the Board of Directors, No. 7, Offices, Bank Building with separate

> Apply to ADAMSON, BELL & Co. Hongkong, June 18, 1887.

> > (With Early Possession.)

MHE DESIRABLE RESIDENCE GREENMOUNT. Situated on the BONHAM ROAD. Apply to GILMAN & Co.

TO LW. DOOMS in 'COLLEGE CHAMBERS.'

Hougkong, March 17, 1887.

Shipping.

Steamers.

NETHERLANDS INDIA STEAM

NAVIGATION COMPANY, LIMITED.

FOR BATAVIA, SAMARANG AND

SOURABAYA, PIA SAIGON

AND SINGAPORE.

on FRIDAY, the 1st July, at 3 p.m.

For Freight or Passage, apply to

Hongkong, June 28, 1887.

P. & O. S. N. Co.'s Office,

Hongkong, June 20, 1887.

The Co.'s Steamship

Captain Scholten, will be despatched as above

JARDINE, MATHESON & Co.,

SAKI AND KOBE.

(Passing through the INLAND SEA.)

places on FRIDAY, the 1st July, at 4 p.m.

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FOR SHANGHAL

(Paking Vargo and Passengers at through rates

for CHEFOO, TIENTSIN, NEW.

CHWANG, HANKOW and Ports on

the YANGTSZE.)

FRIDAY, the 1st July, at 4 p.m.

Hongkong, June 28, 1887.

For Freight or Passage, apply to

Captain Jackson, will be despatched as above on

JARDINE, MATHESON & Co.,

DOUGLAS STEAMSHIP COMPANY,

LIMITED.

Ports on SATURDAY, the 2nd July, at

COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND

CALCUTTA.

Accommodation, specially constructed to

meet the requirements of tropical climates.

JARDINE, MATHESON & Co.,

FOR SWATOW, SINGAPORE AND

BANGKOK

SHIP COMPANY, LIMITED.

Phra Chula Chom Klau, Captain A. Besson, will be despatched for the

above Ports on SATURDAY, the 2nd of

THE CHINA & MANHA STEAMSHILL

COMPANY, LIMITED.

FOR MANILA VIA AMOY.

Ports on SATURDAY, the 2nd July, at

FOR BANGKOK (DIRECT.)

SHIP COMPANY, LIMITED.

Taichior,
Captain J. Newron, will
be destaiched for the

above Ports on SUNDAY, the 3rd of July,

NOTICE.

COMPAGNIE DES MESSAGERIES

MARITIMES.

PAQUEBOT POSTE FRANCAIS.

Melbourne,
Commandant be La Mar-

CELLE, will be despatched

for SHANGHAI shortly after her arrival

For Freight or Passage, apply to

Hongkong, June 29, 1887.

from Europe.

For Freight or Passage, apply to

Honglong, June 29, 1867.

Captain TALBOT, will be clespatched for the above

RUSSELL & Co.,

General Managers.

The Company's Steamer

YUEN FAT HONG,

The Co.'s Steamship

G. DE CHAMPEAUX,

Ayesil.

Agents

For Freight or Passage, apply to

Hongkoug, June 29, 1887.

4 p. m.

The Company's Steamer

YUEN FAT HONG,

The Co.'s Steamship

Agrats.

General Managers.

SATURDAY, the 2nd July, at 3 p.m.

For Freight or Passage, apply to

Hongkong, June 25, 1887.

The Steamship

Taismy.

DOUGLAS LAPRAIK & Co.,

General Managers.

For Freight or Passage, apply to

Hougkong, June 29, 1887.

General Managers.

The Co.'s Steamship

Hairhoug,

Agents.

Steamship

The P. & O. S. N. Co. a

wili leave for the above

E. L. WOODIN,

Acting Superintendent.

The Co.'s Steamship

FOR SALE.

ULES MUMM CHAMPAGNE Pints..... 221 n n 2 n Dubos Frères & de Gernon & Co.'s BORDEAUX CLARETS AND WHITE WINES.

Pr Sale.

Baxter's Colobrated Barley Broo WHISKY, -- 277 per Case of 1 doz. GIBB, LIVINGSTON & Co. Hongkon ., July 18, 1883

OUPERIOR CASTOR OIL KWONG MOW TAI, 27, Bonham Strand.

FOR SALE.

1159 STEAM TO YOKONAMA, FIA NAGA-Hongkong, June 18, 1887. FOR SALE.

THE DUTCH STEAMER BATJAN 80 Tons Remister, classed 100 A 1 in LLOYDS, and BUILT in 1882. For further Particulars, apply to

ARNHOLD, KARBERG & Co., Agents. Hougkong, June 28, 1887.

Notices to Consignees.

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED. FROM CALCUTTA, PENANG AND

SINGAPORE.

THE Company's S.S. Taisnuy, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Honokong and KOWLOON WHARF AND GODOWN Co., LD., at West Point, whence delivery may be

Cargo remaining undelivered after the 2nd July will be subject to rent. All Claims must be sent in before the 29th Instant or they will not be rec guized. No Fire Insurance has been effected. Bills of Lading will be countersigned by FOR SWATOW, AMOY & FOOCHOW. JARDINE, MATRESON & Co.,

General Managers. Hongkong, June 25, 1887.

FROM HAMBURG AND SINGAPORE. 113HE S.S. Thyra, Captain JACOBSEN, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and stored at their risk into the Godowns of the Undersigned, whence and/or from the Wharves or Boats delivery may be obtained.

Cargo remaining undelivered after the 4th July will be subject to rent. No Claims will be admitted after the Goods have left our Godowns. No Fire Insurance has been effected. Bills of Lading will be countersigned by

SIEMSSEN & Co.,

Agents. Hongkong, Jane 27, 1887. FROM GAMBURG, PENANG AND

SINGAPORE.

THE S.S. Cassandra, Capt. C. HAESLOOP, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Rills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from

less notice to the contrary be given before THE SCOTTISH ORIENTAL STEAM-Noon To-Morrow, the 28th Instant. Any Cargo impeding her discharge will be landed into the Godowns of the Kow-100N PIER AND GODOWN Co. and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd July July, at 3 p.m. will be subject to rent. All broken chafed, and damaged Goods are to be left in the Godowns where they will be examined on the 4th July, at 11 a.m. No Fire Insurance has been effected.

Augus. Hougkong, Jane 27, 1887. CANADIAN PACIFIC STEAMSHIP LINE.

SIEMSSEN & Co.,

NOTICE TO CONSIGNEES. K. BATAVIA, FROM GLASGOW, LIVERPOOL, PENANG AND

SINGAPORE. CONSIGNEES of Cargo are requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods from alongside the Steamer.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon THE SCOTTISH ORIENTAL STEAM-Cargo impeding the discharge will be at once landed and stored at Consignees' risk and expense. All Claims against the Steamer must be sent in immediately. ADAMSON, BELL & Co.,

Agents.

1222 at Noon. Hougkong, June 28, 1887. COMPAGNIE DES MESSAGERIES

MARITIMES. NOTICE TO CONSIGNEES.

MONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery. This Cargo has been landed and stored at their risk and expense. No Fire Insurance has been effected.

Ex Indus and Anadyr. Q T (in dia.), 971/75=2 cases Tobacco. S C (in dia.), 195/96=2 bales Cotton. From London consigned to Order. G. DE CHAMPEAUX, Agent.

Hongkong, June 27, 1887. Hougkong, June 18, 1887.

Shipping.

Steamers.

NOTICE. COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Co,'s Steamship Commandt, Bevilagui, will be despatched for KOBE and YOKOHAMA shortly after the arrival of the Mail Steamer from Europe. G. DE CHAMPEAUX,

Hongkong, June 27, 1887.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE AND ADELAIDE, VIA FOOGHOW. (Calling of PORT DARWIN, and taking through Cargo to NEW ZEALAND, TASMANIA, &c.)

The Steamship Captain ELLIS, will be despatched for the above Ports on WEDNESDAY, the 6th July, at

For Freight or Passage, apply to RUSSELL & Co.

Agents.

E. L. WOODIN,

Hongkong, June 29, 1887. STEAM TO BOMBAY VIA STRAITS. The P. & O. S. N. Co.'s

Steamship will leave for the above places on THURSDAY, the 7th July, at

Acting Superinterulent. P. & O. S. N. Co.'s Office, Hongkong, June 28, 1887.

OCEAN STEAMSHIP COMPANY. FOR LONDON VIA SUEZ CANAL.

... The Co.'s Steamship Descelion. Captain Asquiri, will be despatched as above on THURSDAY, the 7th July. Capt. S. Asstron, will be

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agenta. Hongkong, June 29, 1887.

NAVIGAZIONE GENERALE ITALIANA INDO-CHINA STEAM NAVIGATION (FLORIO & RUBATTINO UNITED COMPARIES.)

STEAM FOR SINGAPORE, PENANG & BOLBAY, Having connection with Company's Mail Steamers to

ADEN, SUEZ, PORT SAID, Captain Davies, will be despatched as above on MESSINA, NAPLES, (LECHORN), AND GENOA. Also to MARSEILLES, all MEDITER-This Steamer has supernor First-class

RANEAN, ABRIATIC, LEVANTINE and South American Ports, up to Callao. Taking Cargo at through rates to MADRAS, PERSIAN GULF and BAGDAD. The Co.'s Steamship Bisagna

will be despatched as above on the 7th July. The Steamer has spendid Accominedation for Passengers and carries a Doctorand Stewardess. For further Particulars regarding Freight

and Passage, apply to CARLOWITZ & Co., Agents.

Hongkong, June 28, 1887.

Sailing Vessels.

FOR SANDAKAN. The British Barque Killy Sunpson, Captain Brown, will be des-patched at above on WEDNES-DAY NEXT, the 6th Proximo, at Daylight. For Freight or Passage, apply to GIBB, LIVINGSTON & Co.,

Agents. Hongkong, June 29, 1887. FOR HONOLULU. The 3/3 L.1.1. American Barquentino Mount Lebanon,

NELSON, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to GONSALVES & Co.

Hongkong, June 22, 1887. FOR SAN FRANCISCO. The A 1 British Barque

E. J. Spence, GILL, Master, will load here for the above Port, and will have quick despatch. For Freight, apply to

GONSALVES & Co. Hongkong, June 22, 1887. FOR NEW YORK.

The 3/3 L.1.1. British Barque Autoinette, Captain Bunge, will lead here for the above Port, and will have quick despatch.

For Freight, apply to SIEMSSEN & Co. Hongkous, May 31, 1887.

FOR SAN FRANCISCO. The 3/3 L.1.1. American Ship Great Admiral, Rowett, Master, will load here for the above Port, and will

have quick despatch. For Freight, apply to RUSSELL & Co.

Hongkong, June 20, 1887.

ail Office, No. 2, ngkons.

The business of the above Bunk will be conducted by the Hongkong and Shanghai Banking Corporation, on their pramises in Hongkoug. Business hours on week-days, 10 to 3: Saturdays, 10

Sums tess than \$1, or more than \$250

at one time will not be received. No depositor may deposit more than \$2,500 in any one year. Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the llongkong and Shanghai Banking Corporation on fixed deposit for 12 months z 5 per cont. per annum interest. Interest at the rate of 31 per cent. per annum will be allowed to dopositors on their daily balances.

written up at least twice a year, about kong Harbour. the beginning of January and beginning of July. Correspondence as to the business of the Bank if marked On Honglonig Savings' Bank Business is forwarded free by the various British Post Offices in Hongkong and China.

and the production of his Pass-Book are necessary. For the HONGKONG & SHANGHAI BANKING CORPORATION, JOHN WALTER, Acting Chief Manager.

Mangkong, June 7, 1883.

H. F. DARBY, Esq. 1

Hoppius, Esq.

CORPORATION.

with Chairman-O. D. BOTTOMLEY, Esq.

A.J. BELL IRVING. | E. H. M. HUNTING.

L. DALRYMPLE, Hon. A. P. McEWEN.

by Chief Manager-John WALTER, Esq.

danghai, EWEN CAMERON, Esq.

HONGKONG.

INTEREST ALLOWED.

br 3 months, 3 per cout. per annum.

LOCAL BILLS DISCOUNTED

Tulia, America, China and Japan.

Notices of Firms.

partnership, was DISSOLVED on

th day of January, 1887, and the Re-

shility of the said TAN KING SING for

DEBT or LIABILITY incurred by the said

for Chop terminated on the 6th day

A PARINER in the said Firm, to

art all matters connected with the

gapore, 17th May, 1887.

HOK LEE & Co.,

Foochow.

ange business transacted.

mgkong, May 27, 1887.

n 4 per cent. n n

wiits granted on approved Securities,

every description of Banking and

5 per cent. n n

JOHN WALTER,

Acting. Chief Manager.

In Fixed Denosits:-

N Current Deposit Account at the rate

of 2 per cent, per annum on the daily

From Bankers .- London and County

CHIEF MANAGER. Fragking THOMAS JACKSON, Esq.

MANAGER.

TON, Esq.

J. S. Moses, Esq.

Hon. F. D. BASSOON.

SERVE LIABILITY OF PRO- \$ 87,500,000 RIETORS.... COURT OF DIRECTORS. Chairman-M. GROTE, Esq.

1687.

TH Reference to the above, I, Trong At Hox, of Foochow, beg to notify Public that the BUSINESS of the LEE HONG & Co. as GENERAL Exerces and Commission Agents, is eing carried on at Foochow as hereby TAM KIM CHING, of Singapore, ant, and Myself under the Style of LEE HONG & Co.; and that I hold ter of Attorney from the said TAM CHING as his Agent individually and

s of the Firm at Foochow. TIONG ALL HOK. Gro. Murrarykong, June 1, 1887.

buary, 1887.

Insurances.

LANGASTALE INSURANCE COMPANY.

FIRE AND LIFE.

CAPITAL, -Two MILLIONS STEELING.

THE Undersigned are prepared to grant Portores against the Risk of FIRE on buildings or un Goods stored therein, on foods on board Vessels and on Hulls of essele in Harbour, at the usual Torms

nd Conditions. Proposals for Life Assurances will be regived, and transmitted to the Directors r their decision

If required, protection will be granted on rat class Lives up to £1000 on a Single For Rates of Premiums, forms of proosals or any other information, apply to

ARNHOLD, KARBERO & Co., Agents, Honykong & Canton. Hougkong, January 4, 1867.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTEP OF His Majesty King George The First, A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are repared to grant Insurances as follows :-Marine Department.

Policies at current rates, payable either ere, in London, or at the principal Ports India, China and Australia.

Fire Department. Policies issued for long or short periods at urrent rates.

Life Department Policies issued for sums not exceeding 25,000 at reduced rates.

HOLLIDAY, WISE & Co. Hongkong, July 25, 1872. NORTH BRITISH & MERCANTILE

INSURANCE COMPANY. THE Undersigned, Agents of the above Company, are authorized to Insure against FIRE at Current Rates.

GILMAN & Co. Hongkong, January 1, 1882. · NOTICE.

QUEEN FIRE INSURANCE COM-PANY.

INHE Undersigned are prepared to accept

Risks on First Class Godowns at per cent. net premium per annum. NORTON & Co., Agents. Hongkong, May 19, 1881.

Mails.

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA .

THE OVERLAND RAILWAYS. ATLANTIC & OTHER CONNECTING

STEAMERS. 111HE Steamship GAELIC will be

despatched for San Francisco, via Yokohama, on TUESDAY, the 12th July, at 3 p.m. Connection being made at Yokohama.

with Steamers from Shanghai and Japan All Parcel Packages should be marked to address in full: and same will be received

at the Company's Office, until 5 p.m. the day previous to sailing. RETURN PASSAGES. - Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versu

within six months, will be allowed a discount of 20 % from Return Ears; if re-entharking within one year, an allowance of 10 % will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 % from Return Fare. These allowances do not apply to through fares from China and Japan to

Consular Invoices to accompany Cargo destined to ports beyond San Francisco. should be sent to the Company's Offices. addressed to the Collector of Customs, San

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50a, Queen's Road Central. C. D. HARMAN.

Agent. Hongkong, June 22, 1887.

OANADIAN PACIFIC LINE.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE,

THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship BATAVIA 2,553 Tons Register, Price, Commander, will be despatched for VAN. COUVER, B.C., vid KOBE and YOKO

HAMA, on TUESDAY, the 12th July, at To be followed by S.S. ABYSSINIA

on the 26th July, and S.S. PARTHIA, on the 19th August. These steamers, formerly in the CUNARD Service, lately received New Engines and

Boilers, and can maintain a speed at sea of from 13 to 14 knots. Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with San Fran-

cisco by the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY. The attention of through passengers drawn to the fact of the Canadian Pacific Railway being the best built and most splendidly equipped line ever constructed on the American Continent, and specially

adapted for Summer travelling. Consular Invoices for Goods to United States points should be made out in quadruplicate, and addressed to Mr. D. Brown; District Freight Agent, Vancouver,

B.C., and sent to us. Freight will be received on board until 4 p.m. on the 11th July. All Parcels must be sent to our Office

and should be marked to address in full ; and the same will be received by us until 5 p.m. the day previous to sailing. For information as to Passage or Freight,

ADAMSON, BELL & Co.,

Mails.

NOTICE. COMPAGNIE DES MESSAGERIE MARITIMES. PAQUEROTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY. MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID.

MEDITERRANEAN AND BLACK SEA PORTS MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA: BORDEAUX.

HAVRE, DUNKIRK AND ANTWERP. IN THURSDAY, the 7th of July, 1 1887, 4 Noon, the Company's S. S.

IRAOUADDY, Commandant LARTICUE, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the 100 | above places. Cargo and Specie will be registered for

London as well as for Marneilius, and accopted in transit through Marsoilles for the principal praces of Europe. Shipping Orders will be granted qual

o. m., Specie and Parcels until 3 p.m. on the 6th July, 1887. (Parcels are not or he sent on board; they make be left at ! the Agency's Office.; Contents and value of Packages are re-

For further particulars, apply at the Company's Office. G. DE CHAMPEAUX,

Hongkong, June 24, 1887. NORODEUTSCHER LLOYD.

NOTICE. STEAM FOR SINGAPORE, COLOMBO, ADEN,

SURZ PORT SAID, TRIESTE, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG PORTS IN THE LEVANTE, BLACK SEA & BALTIC PORTS;

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, ALVESTON & SOUTH AMERICAN

THE COMPANY'S STRAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUCGAGE.

N.B. - Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

N THURSDAY the 7th day of July. 1887, at 4 p.m., the Company's S. S. BRAUNSCHWEIG Captain STÖRMER, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this port as above, alling at GENOA Shipping Orders will be granted til

Noon, Cargo will be received on board until 4 p.m., Specie and l'arcels until 3 p.m. on the 6th July. (Parcels ar not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess. For further Particulars, apply to MELCHERS & Co.,

Agents. Honekoue, June II, 1887.

Not Responsible for Debts.

Meither the Captain, the Agents, nor Owners will be Responsible for iny Debt contracted by the Officers or Crem of the following Vessels, during

their stay in Hongkong Hurbour:-ALLES Rowe, Hawaiian brig, Captain Phillips. - Wieler & Co.

Tobique, British ship, Captain S. Davis.

NOTICE.

TIME AGENCY at this Port of Messra. CALDBECK MACGREGOR & Co. Shanghai, has This Day been Transferred to Mr. ALEXANDE & LEVY. E. JONES HUGHES.

TITITH Reference to the above No ice. I have This Day assumed CHARGE of the BUSINESS at this Port of Messrs. CALDBECK MACGREGOR & Co., WINE and SPIRIT MERCHANTS, Shanghai.

ALEXANDER LEVY. Hongkong, June 30, 1887

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOROHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF NEW YORK will be despatched San Francisco, via Yokobama, on SATURDAY, the 23rd July, at 3 p.m. taking Passengers and Freight for Japan the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Italways, to Havana, Trindad, and Demorara, and to porta in Mexico, Central and South America, by the Company's and

connecting Steamers. Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RETURN PASSAGES. -- Passengers, who have paid full fare, re-embarking at San brancisco for China or Japan (or vice verse) within six mouths, will be allowed a discount of 20 % from Return Fare; if re-embarking within one year, an allowance of 10 % wil be made from Return Fare. Pre-Paid Roturn Passage Ordors, available for one year. will be issued at a Discount of 25 % from Keturn Fare. These allow ences do not apply to through fares from Uhina and Japan to Hongkouz ice O upany, Limited ... 5,000 t

Freight will be received on board until 4 | 1 non Sugar Company, Lunited p.m. the day previous to sailing. Parcel Perak Sugar Cultivation Co...... Packages will be received at the office until Perak Tru Manual & S'ting Uo. ... p.m., same day; all Parcel Packages Punjom & Sanghie Dua Samatan \ 40.0008should be marked to address in full; value | Mining Co. HK. & Kow. Wharf & Godown Co. 17,0008 of same is required.

Consular Invoices to accompany Cargo H'an of Rope M distractory Co., Ld. 3,000 & destined to ports beyond San Francisco A. S. Watson & Co., Limited 3,8008 should be sent to the Company's Offices in HK. High-Level Tramways Co., Ld. 1,250\$ Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage Connese Imperial 1884 8...... and Freight, apply to the Agency of the Company, No. 501, Queen's Road Central. O. D. HARMAN.

Hougkong, June 30, 1857.

To-day's Advertisements.



SATURDAY the 2nd July, 1887.

GRAND CONFLIMENTABY BENEFIT tendered to TISS LUCY FRASER

FIRST TIME IN HONGKONG,

Pait 2nd. MUSICAL OLIO. in which several well-known Local Amateurs

To conclude with the funniest of all Irish Comedies. IRISH JUSTICE.

gramme on Friday.

Cargo will be received on board until 4 | Signor A. CATTANEO, - Musical Director. Planos kindly lent by Messis. Lane,

> Box Plan now open at Messrs. LANE, CRAWFORD & Co.'s.

OCEAN STEAMSHIP COMPANY. FOR SHANGHAL VIA AMOY. for NINGPO, CHEFOO, NEW-CHWANG, TIENTSIN, HANKOW and

The Co.'s Steamship and 50 Chinese. Capt. Anderson, will be lespatched as above on THURSDAY, the 7th July.

BUTTERFIELD & SWIRE, Agents.

SHIPPING

ARRIVALS. June 29, 1887:--

Greyhound, British steamer, 227, Geo. Wright, Hoitest June 29, General & Pigs. -ADAMSON, BELL & Co. Lambardy, British steamer, 1,726, G. C. Brookes, Nagasaki June 24, Coal.-P. &

DINE, MATHESON & Co.

Destination.

Stocks.

. June 30 :--

Tientsin, for Whampos. Darda aus, for Singapore and London. Hampshire, for Kobe and Yokohama. Malua, for Shanghai. Amoy, for Shaughai.

Strathleven, for Bangkok. City of Rio de Janeiro, for San Francisco. Glenorchy, for Singapore and London. Venetia, for Singapore and Bombay. Anco. a, for turops.

Independent, for Newchwang.

Ahome, for Hoihow. Seechow, for Heihow.

PASSENGERS.

ARRIVED. Per Pecima, from Bangkok, 60 Chinese. Per Greyhound, from Hollow, 15 Chinese. Per Bantam, from Amoy, 200 Chinese.

Per Mulion, for Shanghai: from Hongkeng, H.E. T. de S. Roza, Secretary, Interpreter, Clerk and 2 Attendants, Messra J.B. Whittall and T. Rushmore, and Dr. Gabriel : from Brindisi, Mr A. Bury ; from Bombay, Mr A. S. Raphael; from Penang,

DEPARTED.

Meagra G. McBain and J. Riash. Per Ancona, from Hongkong: for Singapere, Messrs A. Snodgrass, S. Dolutram and Law Wing Foung, and Mrs Ng Shee for Loudon, Mr and Mrs Sheridan, Mr and Mrs Pollock, Mesus F. Johnson, Dunbar, Tivey and Morgan. From Shanghai: for Bonnay, Mr and Mrs Greenwood and family; for Venice, Mr Purdon. Per City of Ria de Janeiro, for Yokohama,

Mr and Mrs Tarbet and infant; for San Francisco, 100 Chinese; for Liverpool, Mr. Clement Palmer Per Hampshire, for Kobe, 2 Japanese. and 1 child; for Yokohama, 6 Japanese. Per Strothleren, for Bangkok, 3 Chinese. Per Glenorchy, for Singapore, 3 Euro-

Per Venetia, for Singapore, 391 Chinese. Per Dardanas, for Singapore, 6 Euromeans, and 12 Chinese. Per Amoy, for Shanghai, 4 Europeans,

To DEPART. Por Independent, for Newchwang, 8 Chi-Per Alwine, for Heihow, 70 Chinese. Per Soo.how, for Hoihow, 50 Chinese.

SHIPPING REPORTS The British steamer Greyhound reports :

On the 29th inst., spoke steamer Dragon, from Hongkong, bound Haiphong, I days out, 25 miles East, of Human Straits, all The Dutch steamer Bantam reports: Had S.W. breezes, fine weather, but hazy.

POST OFFICE NOTICES. MAILS will close:—

For SAIG IN, SING APORE, BATAVIA, SAMARANG & SOURABAYA.-Per Bantam, at 239 p.m., on Friday, the 1st July.

For SHANGHAL — Per Kntsang, at 3.30 p.m., on Friday, the 1st July. Bentam, Dutch steamer, 1,434, S. C. For NAGASAKI, KOBE & YOKOHAMA. Schulez, Amoy June 29, General .- JAR. Per Thibet, at 3.30 p.m., on Friday, the

POST OFFICE NOTICES. MAILS will close:

For HAIPHONG .-Per Marie, at 5 p.m., on Friday, the 1st

FOR SWATOW, AMOY AND FOOCHOW, Per Haiphong, at 11:30 a.m., on Saturday, the 2nd July.

For SWATOW SINGAPORE & BANG-KOK. -Per Phra Chula Chom Klao, at 2.30 p.m.,

on Saturday, the 2nd July. FOR STRAITS AND CALCUTTA. -Per Tuisung, at 230 pm., on Saturday, the 2nd July.

For AMOY & MANILA - . Per Zofiro, at 3.30 p.m., on Saturday, the 2nd July.

For BANGKOK .-Per Taichiow, at 9 a.m., on Sunday, the 3rd July.

For FOOCHOW, PORT DARWIN, SYD-NEY, MELBOURNE, ADELAIDE, &c., &c.-Per Airlie, at 5 p.m., on Tuesday, the

5th July.

for SANDAKAN.-Per British barque Billy Simpson, at 5 p.m., on Tuesday, the 5th July. For STRAITS & BOMBAY.— Per Zambesi, at 3.30 p.m., on Thursday, the 7th July.

MAILS BY THE FRENCH PACKET. -The French Contract Packet Iranualdy will be despatched on THURSDAY. the 7th July, with Mails for the United Kingdom, Europe, and places beyond, via Naples; to Saigon, Straits

the Australasian Colonies, Pondichery, Madras; Calcutta, Aden, Mauritius, Egypt, Malta, and Gibraltar. a usual hours will be observed in closing the Mails, &c.

Setilementa, Batavia, Burmah, Coylon,

AAILS BY THE GERMAN PACKET.--The German Contract Packet Braunschweig will be despatched on THURSDAY the 7th July, with Mails for the United Kingdom, Europe and countries beyond, via Brindisi; to the Straits Settlements, Batavia, Burmah, Ceylon, India, Aden, Egypt, Malta, Gibraltar, &c., &c. The hours observed in closing the Mails. &c.. will be the same as in the case of

the British Packet. Correspondence should be marked PER GERMAN MAIL, or with the name of the Packet.

> HOURS OF CLOSING THE ENGLISH MAIL.

> > Late Fee of 10 cents until

Fee of 10 cents until time of

Late of Leaving.

Letters.

entirely.

departure.

the following hours are observed in closing Mails, &c., by the British Contract. Packet :-

Day of Departure,-NOON. - Money Order Office closes. P.M.—Registry of Letters ceases. Lagries, 28. Posting of all printed matter and longward Bound:—Glenfallach Palamed patterm coases. May 17; Orestes, 31; Mediesa, June 3; 3 r.m.-Mail closed, except for Late

3.10 r.m.—Letters may be posted with 3.30 P.M. — When the Post Office closes 3.40 P.M. Late Letters may be posted the 25th June, at daylight, and may be on board the packet with Late

> MAIL of June 3rd, left Singapore on Thursday, the 30th June, at 9 a.m., and may be expected here on or about Thursday, the 7th July. This Packet brings replies to letters despatched from Hongkong on April 22.

steamer Bisagno, left Singapore for this port on the 25th June, and may be expected to arrive on or about the lat The O. S. S. Co.'s steamer Achilles, from

THE steamer Greyhound reports having passed the Dragon, from Hongkong bound to Haiphong, 25 miles cast of Haipan

MESSES Butterfield & Swire inform us that the O. S. S. Co.'s steamer Advilles, from Liverpool, left Singapore yesterday afternoon, and is due here on the 5th July.

the French Mail of June 3, left Singapore | a matter of cost, and the P. & O. Company on Thursday, the 30th June, at 9 s.m., and certainly have the vessels which can go gross annual rent at white eve may be expected here on or about Thursday, a very high rate of speed when it is deemed might reasonably be exected to letters despatched from Hongkong on April 22, Last night Constable McIntosh (No 81

was returning from duty at 6 p.m., with his belt to which his revolver was attached slung over his shoulder, when by some means or other he let his belt drop. The concussion caused the pistol to go off and the bullet lodged in his left thigh. Assistance was immediately procured for the wounded man and he was taken to the Go-

complimentary benefit that is to be given | void. It is a well-settled principle on Saturday evening to Miss Lucy Fraser | every charge on the subject must be and Miss May Melville, who were two popular members of Mr Sheridan's Fun on the Bristol Company now dissolved. The programme includes an item new to Hongkong, 'Grandpa's birthday, 'besidesa musical olio in which several local amateurs will appear, and the comedicata 'Irish Justice., the law. We trust that, in spite of the hot weather. there will be a large house. MR MACKEAN, the sitting Police Magis- directed to estimate the gross annual resolution but later an f

MEMOS. FOR TO-MORROW. Shipping.

3 p.m. - Bantam leaves for Batavia, &c. 4 p.m. - Kutsang leaves for Shanghai. 4 p.m.—Thibet leaves for Nagasaki, &c.

General Memoranda. SATURDAY, July 2:---Goods per Taisang undelivered afte

9 p.m. - Meeting of Zetland Lodge.

this date subject to rent.

A. S. WATSON & CO., LIMITED.

9 p.m.—Performance at the City Hall.

SUMMER REQUISITES.

FRUIT CORDIALS: LIME JUICE, RASPBERRY, STRAWBERRY, CHERRY, PINE APPLE, DAMSON, ORLEANS PLUM.

MONTSERRAT LIME FRUIT JUICE. ACIDULATED LIME FRUIT TABLETS.

Mawson & Swin's New Patent WATER FILTERS. PRICKLY HEAT LOTION, BAY RUM, TOILET VINEGAR,

EAU DE COLOGNE. CARBOLIC' A. S. WATSON & Co., LTD. THE HONGKONG DISPENSAR!

ESTABLISHED 1841. Hongkong, June 13, 1887.

al 7.25 p.m.

The China Mail.

TELEGRAMS. (SUPPLIED TO THE 'CHINA MAIL.'

(Via Southern Line.) - THE CRIMES ACT.

Mr John Morley has introduced a mo-

tion to limit the Crimes Act to three years,

LOCAL AND GENERAL

but it was rejected.

PASSED SUEZ CANAL. DUTWARD BOUND :- Haitan, May 3; Orion, 27 ; Euphrates, Toman, June 3 ; Glenearn, 7: Antenor, Cardiganshire, Nestor, Polyhymnia, 14; Preussen, Thisbe, 17; Elektra, Glenroy, 24; Ava, Hector,

Glancus, Glenogle, Hesperia, Orestes, 24; Electra, Ulysses, 28. HE O. & O. S. S. Co.'s steamer Gaelic. with the American Mail of June 4 was to leave Yokohama on Saturday

expected here on or about Friday, the 1st July. The steamship Melbonnic, with the French

he Navagazione Generale Italiana Co.'s

Liverpool, left Singapore on the 29th June, and may be expected here on or about the 5th July.

Straits, on 29th instant; all well.

the 7th July. This Packet brings replies | desirable. As we mentioned in last night met with a rather serious accident. He

vernment Civil Hospital. We would draw attention to an advertise- points, that we have no hesitation in the liable for these rates and ment in another column with reference to a ling that it is, for all practical purpos let from year to yet the

trate, gave a decision this morning in a case at which the rateable tenements may lifter the last day on will the which appears to press somewhat harshly expected to let for the ensuing years upon European merchants here. The whereas the right of appeal to the Supremor was empower to m crowding of Chinese boats at the wharves | Court is in respect of a rating beyond and along the Prays is such that steam- full and fair annual value. Neither launches now have quite enough to do to annual rent' nor 'full and fair annual value avoid collision, and can barely succeed in are defined by the Ordinance, nor is using the smaller wharves, the Peddar's any apparent connection between one Wharf being fortunately capacious enough the other. But where the vital essence on the gross annual reli, for to prevent frequent deadlocks. As the P. the Ordinance fails is in the imposition & O. Wharf near the Central Market has the rate. The rates are fixed by the been sold to Government, and the P. &. O. dinance for Victoria (other parts of the

Agency has had to occupy temporary office near Pottinger Wharf, the Company's assis tants have had to use the Pottinger Street Wharf for landing passengers, mails, etc. and for despatching the same. For th purpose it was necessary to get the steam lanuch alongside the wharf, and the greater difficulty was frequently experienced in de ing so, owing to the block caused by boat and junks. To keep a clear space for the steam-lunch, it was found necessary to keep her alongside the wharf when not actual use; but this was at once objected to by a European constable, and a sum mons against the Company was the result The summons was heard this morning, M Edward Osberne being defendant -M Wilson (of Messrs Wotton and Deacon' appearing as solicitor for the Company. was pleaded that the business of the Com pany—much of which was of a public na ture-could not be conducted owing to the crowds of boats which shut out the approrting first Rating Ordinance passed aches to the wharf. But Mr Mackemany was No. 2 of 1845 for the fined the defendant Company in the au of \$5; which means, we suppose, that the native boatmen will have it all their own way. When these somewhat noisy an quarrelsome native boatmen crowd up the a percentage upon such val wharf, hustle each other, and get up fight each year to be fixed by the G little or no notice is taken of them. when a Company like the P. & O., which really ought to have special privileges ac corded to them-if not the privileges a me The publication of this issue commenced corded to men-of-war—and certainly shou command some special consideration at t present time, until their new offices an wharf are built, are guilty of a technic

THE MARY L. STONE.

novance and injustice.

breach of the Regulations, then the Pol

We understand that intelligence reach this port yesterday afternoon, to the effe that the American ship Mary L. Sto reported badly ashore on a bank or rec the Mindoro Straits, had got off, and rived in Manila leaking slightly. It believed she would probably come to Ho kong for repairs.

A TYPHOON ALARM

We have been favoured by the Spanish une (No. 11 of 1856, was past Consul with the following telegram,

Port, Macao: A typhoon is raging in the China Sea between lat. 12° and 14° N. It seems travel towards the W. N. W. As is frequently the case, the direction here indicated points to Hongkong. most cases, however, these storms deflect one way or another, and therefore

time, presages a burst of some sort, o

change in the weather of some kind. A QUICK RUN. A telegram was received here yesterday this Ordinance, that to ex stating that the English mail which leads annual value' is firs used Hongkong on the 2nd inst. for London the P. & O. steamer Rosetta (Capt. Brady sion so as to give an improper was delivered in London on the 28th inst -i.e., on the twenty-sixth day from Honget much credit upon thelegis kong. This is the fastest time in which an Colony for the year 1860. mail has been landed in London from the Colony, and it is two days ahead of best record of the Messageries steams The incident merely shows that when, as the case of the Kosetta's tea-freight £3.10, acceleration pays the Company, therted towards the end to lake P. & O. possess the steamers equal to a THE M. M. Co.'s steamer Melbourne, with special effort. In fact, the speed is mere brexpressions, as 'one enre O issue, the French Mail hence on 26th per Sughalien was delivered in London diction within fourteen bys the same day as that of the 2nd June Rosetta. Judging by the Rosetta's run ag of the appeals, one swed for appeal being that ch v Port Said, we shall not be surprised should reach Plymouth 32 days from House and its full and fair anni val

> THE RATING LAWS OF THE COLONY.

To-morrow, the valuation of Victor the valuation, but so tit t under the new Rating Ordinance, is posed to come into operation. supposed, advisedly, because the Ordinar Police assessment, or I per is so inconsistent and ambiguous in posed by clear unambiguous words; Revenue Acts, it is well known, are to construed strictly with reference rights of the subject, and Courts of will not apply revenue laws to cases unlike be expected to let fothe they come strictly within the very letter lastead of from year to a).

One bungling inconsistency in the sent Rating Ordinance, as in some former Ordinances, is that the Valuer and any person aggried has

being fixed at different rates For Police Rate, . 82 per of Water Rate. Lighting Rate, . . Fire Brigade, . . there is nothing whate

present Ordinance to the percentage is to be The grammatical reading of he Ordinance, so far as onstrued grammatically, would to the levying of the rates u tal salue of cach separate tel is, however, too absurd to be stained, and hence the Gove powerless to lovy either on fair annual value or on th

al value, the Ordinance is. nose for which it was passed. ess. A new Ordinance must be it will be well to trace the origin ngistencies and ambiguities of so-called Ordinance, so that the e Council may have no excuse ing upon their removal. ng an assessed rate for the f the requisite Police Force Valuers (then called Valuator

year to estimate the annual oscupied lands, houses and I in the island, and make a ref ouncil, but so that the amoun d should not exceed the ext Police establishment. This also provided a method of the valuation within a pe calendar months, and such d if the appellant thought no atermined either by the Chief or by a Special Jury of three daned was prescribed of fixing the of 'annual value. is Ordinance lasted for six ves mendment, when an Amending

are well up in the performance of their du was passed (3 of 1851), whi d for notice of appeal to be d ty. There seems to be a good deal of usessors within fifteen days at consistency about this sharp procedu eletion of the valuation, and al bod of fifteen days for the asse and we believe that it requires only to ce the valuation or not as they mentioned to prevent any further and then for an appeal to the ice and Jury as provided by Or 1845. This Amending Ordinal the mode of appeal by sum saued by the Registrar of the S t and to be served on the assess directed that for every such st appellant should bay a fee of every summons for a witness enta, and no other costs wer arwed or paid to either appellant dent. In these early days of the condition required only to be by the Government, and lit str

nd their water at their own costs h 1856, however, the Uolony ha anced as to require the lightic ts by the Government, when g for the levy of a further ra the Lighting Rate, and estim er cent. upon the gross amoun Governor General, Manila, to Spanis perty included in the Police Consul, Hongkong, and Captain of the ment for the then current years provisions of the Ordinances 21 3 of 1851, touching valuation

t, levy and appeal, were to ext y to the Lighting Rata. ben, it 1860, followed the Water provisions for raising which w eted by Ordinance 12 of 1860 Enance directed the levy half-ye human Leagues of Yictoria fex extreme eastern districts) of alled the Water Rate, estimate cent. per annum on he gross of property set forh in the Assessment for the then ve her enacted that all the provi inances 2 of 1845 and 3 \f 1851

word 'gross' is insinuate into

chances are that we shall hear little about it. The extreme heat, at the sam valuation and appeal wire to apply to the Water Rate It ng Ordinance, and the mainer i

> to the meaning of 'hanal had been used since 845 June 1863, another Olinar d for the better assessin and the Police and Lighing Ordinance bears evidéce o ing. for, although Ordinance related The and Lighting Rates, cla means apply to the Wat Rat and a tenement is dined Valuation under this Cdinal ed to be made upon I est year to year such valution for inspection for fourted days Mal was allowed to the Cou of S cation of such list, seve day

ition of the expressionsigros or full and fair annual due the expiration of the he al the Governor in Counciwas to assess or rate upon the ross not in any one year to the expenses of the Pol ment for such year so f as related to the Lightin asse ecupiers of over twelve long

o be equally liable wil the

the ordinances meloned

given to the Valuat

the appellant's rates e, t

1875 consolidati an to be amended by dinan 1875. In this Ordinge t werd directed to ke Let by estimating the ross hi which each tonement ight evaluation list was to be en ? tion at the Colonial Theur hours for fourteen de, of should be previously even Real to the Supreme Cot in dist should be open insi the time for appeals hing ment on the gross and A Lighting, Water and ire ! but so that the Police sessur any year exceed a ra equa

the es of the Police est ishm plear and so that the oth asse ot exceed, for the Wa Rat for the Fire Brigade te f p gross annual rental,

Hongkong, June 28, 1887.

MISS MAY MELVILLE. on which or usion will be produced for the

GRANDPA'S BIRTHDAY.

will appear.

20 Look out for Particulars of Pro-

CRAWFORD & Co.

W. G. ALLEV, Business Manager. Hougkong, June 30, 1887.

(Taking Cargo & Passengers at through rates Ports on the YANGTSZE.)

For Freight or Passage, apply to Hongkong, June 30, 1887.

Cockehufer, British gumboat, from Canton. Becima Gorman steamer, 965, P. Oestnann, Bangkok June 23, Rice and General. -Siemsben & Co. Jane 30 :--

U. S. N. Co. Kutsang, British steamer, from Wham-

Vessels Advertised as Loading.

London, via Sucz Canal Deu alion (s)................. Asquith Buttorfield & Swire

Batavia, &c., via Saigon...... Bantam (s)..... Scholten Jardine, Matheson & Co......July 1, at 3 p.m. Bremen, and Ports of Call Braunschweig (s) Störmer Norddeutscher Lloyd July 7, at 4 p.m.

Russell & Co..........July 2, at 4 p.m. Manila, via Amoy Zalico (8) Talbot Messageries Maritimes...... July 7, at noon. Merseilles, and Forts of Call ... Fraouaddy (B)..... Lartigue New York. Antoinette Bunje Russell & Co.....

Gensalves & Co..... Gibb, Livingston & Co...... July 6, at daylight. Billy Simpson..... Brown..... Jardine, Matheson & Co..... July 1, at 4 p.m. ...Kutsang (s).................................Jackson.......... Messageries MaritimesQuick despatch. Butterfield & Swire......July 7. Douglas Lapraik & Co...... July 2, at noon.

Sydney and Melbourne, &c Airlie (s) Ellis Russell & Co July 6, at daylight.

June 29, 1887. SHARE LIST - GUOTATIONS. Shares | Paid Position PER LAST REPORT. Last Dividend up. | Reserve. Balancec. f'ward Last Dividend Closing Quotations, 4,500,000 \$ 25,313.43 at 30/ for \(\frac{1}{2}\) year 140 \(\chi\) prem., buyers working a/c to Dec. 31/86

longkong and Shanghar Eank Corp. 60, 0005 North China lumrance Co., Ld. 5,000 6 3,059.76.7 % for 1886 Fix 107 anotaze Insurance Company, Ld. ... 8, 900 314,012.96 \$64 p sh. /85 83 per share, sales and sellers Julian insurance Society Co., Ld. ... 10,000 1-7 524 5 20 % P annum - 66 5 41,00 8 Juna Traders' insurance Co., Ld. ... 24,000 494, 405,00 to Z for 1885, -72k, sellers 188.⊎⊬⊬∄ lancon Insurance Office Co., Ld..... 10,000 125,771.29 8 % for 1886 8225 per share, sellera Cambre insurance for Limited...... 328, 567, 46 \$ 7, 60 for '85, \$38) longkong Fire insurance Co., Ld ... 243,735,443 6 for 1885 | 79 am. For impringe Co., Ld \$19, sellers Singapore Insurance Company, Ld. 40,000 & Sili, anlea The Straits fire Insurance Co., Ld. 2 ,0 0\$ he Stratts Insurance Co., Ld......30,0008

STEAMBOAT COMPANIES. 11,419.4 6 % half year 98, buyers HK. C. and M steamboat Co., Ld. 40, 900 i +170.000 115 .13 Dec. 31/86 \$48 per share, nominal 127,320 \$ Douglas Steamship Co., Limited 20,000 4,387.5.9 7 % for 1885 10 % dis., sellers in i.-Catra S. N. Company, Lamiton 18, 387 E 60,000 shares issued31,212E 40 discount China and Mantia S. S. Co., Ld 5,500 5 MISCELLANEOUS. 4.260.12 16 % for 1886 76, sales Tkong & Whampon Dock Co., Ld. 12,5008 110 % and 2 % 5130 per share, buyers, fully 1K, and Coma Gas Co., Limited, 1 paid up bonus for '-4; New Shares 56 half year \$200 June 30 1886 dongstong Hatel Company, Lt.... nominal the itel and takend 13,731.53 12 for 1886 \$133 buyera Chart Sugar Company, Limited 15, 900; 12 % for 1886 50 39,00 ex div., nominal 514.58 t % for 1886 \$110 tlongkong Bakary Company, Ld. ... all 129,305,18 None Тв. 18 п

2:0 per share, nominal 2,730.09 13 % for 1886 60 % prem., buyers 12 % prem. Payab's Rates of Lui June 16& Der. 10 6% prem. 8,565Tl. ; prem. Oct. 15 5 % prem. March & Sept. No. 1 Chinese Imp. (Ch. Bank Loan) 1885 2790 \$ Jan. 18 ‡ At debit, * Equalization of Dividend Fund.

+ Depreciation and Insurance Fund.

None

None

820

 $813\frac{1}{2}$, buyers

\$139, sales

HONGKONG, THURSDAY, JUNE 30, 1887

LONDON, 28th June,

being fixed at different rates), as fol-For Police Rate, ... Water Rate. Lighting Rate, . Fire Brigade,

the percentage is to be The gratimatical reading of of the Ordinance, so far as it tal calue of ouch separate tenement. cowgrless to lovy either on the full H cos. A new Ordinance must be passed,

ow year to estimate the annual value of

forneil, but so that the amount to be calendar months, and such appeal fould if the appellant thought pocessary. the etermined either by the Chief Justice or by a Spicial Jury of three, but no and sod was prescribed of fixing the meanf annual value.

is Ordinance lasted for six years withmendment, when an Amending Ordinr du was passed (3 of 1851), which proof in al for notice of appeal to be given to assessors within fifteen days after the bletion of the valuation, and a further to bild of tifteen days for the assessors to ce the valuation or not as they thought and then for an appeal to the Chief lice and Jury as provided by Ordinance 1845. This Amending Ordinance also I the mode of appeal by summons to sued by the Registrar of the Supreme stand to be served on the assessors. It effect directed that for every such summons appellant should pay a fee of \$1, and

every summons for a witness a fee of reef in ants, and no other costs were to be ind at red or paid to either ippellant or res-It wasdent. In these early days of the Colony population required only to be kept in Honger by the Government, and lit streets and ed their water at their own cost. 1856, however, the Jolany had so far suced as to require the lighting of its ts by the Government, when an Orpanishage (No. 11 of 1856) was passed, pro-

justing for the levy of a farther rate to be d the Lighting Rate, and estimated at er cent. upon the gross amount of the Spanisherty included in the Police Rate asn of thement for the then current year; and all provisions of the Ordinances 2 of 1845 na Sea 3 of 1851, touching valuation, assesscome tat, levy and appeal, were to extend and by to the Lighting Rate. then, it 1860, followed the Water Rate. provisions for raising which were first

Inted by Ordinance 12 of 1860. This deflectmance directed the levy half-yearly on Orumn Leasage of Ticharia Taxcent, the fore theatreme eastern districts) of a rate to tle moralled the Water Ratt estimated at 2 cont. per annum on he gross annual e of property set forth in the Polico ort, or Assessment for the then year; and ther enacted that all the provisions of Mnances 2 of 1845 and 3 of 1851 touch-Brahustion and appeal were to extend Sapply to the Water Rate It is then. vesterday his Ordin nee, that the expression which lettes annual value ' is firs used in the ondon by ordinance, and the moner in which t. Brady son so as to give an imroper expanto the meaning of 'annual value had been used since 845 does not

im Honget much credit up on thelegislators of which an Colony for the year 1860. Jane 1863, another Olinance was ed for the better assessin and collectof the Police and Ligting Rates. steamers Ordinance hears evidece of hasty hing, for, although te title to hen, as Ordinance related t only the freight the and Lighting Rates, clause was mpany, thitled towards the end to take its ways d is merely expressions, as 'one enre Concern. Company Valuation under this Company was can go gross annual rent at white every teneis deemet might reasonably be exected to let last night year to year; such valuion was to be for inspection for fourtee days, and an London pidiction within fourteen was after the given to the Valuat before the etta's run tag of the appeals, one the grounds brised if thied for appeal being that ich valuation d the appellant's ratege, tenement

the expiration of the he fixed for F THE the Governor in Connawas empow- the Haiphong. b assess or rate upon theress amount of Victoria valuation, but so the rate ance, is sup I not in any one year ceed a rate to the expenses of the Police esta-We say sent for such year so f as related the Ordinance Police assessment, or liper cent. so mons in vital related to the Lightin assessment. you of the loss, on the 18th instant, tation in the for these rates and for tene- gistered tonnage 1000, official, number ical purposes) let from year to yet the owners 65.767, on the Boat Rocks, she being at the brinciple that be equally liable wit the occupitione under my command, bound from

or 'full and fair annual vue' is given.

hs words wall in 1875 consolidat and sup- obedient servant, own, are to be to be amended by Ginance No. 1875. In this Ordince the Vaerence to the were directed to the the va-Courts of Law by estimating the coss annual to cases unless which each tenementight ressone very letter of salead of from year to a.). Court. The following witnesses were then paluation list was to being to public

cy in the pre on at the Colonial Tisury during fourteen ds. of which in some of the should be previously iven in the a master mariners; the number of my certo see annual rent to the Supreme Cot in its sum- in 1883. I joined the Benledi last Septem- off. the Valuer is and any person aggried had power tificate is 06200; I obtained it at Dundee sments may hear the last day on win the valua- are 160 h.p. I had a European crew, three ensuing year, should be open f inspection. mates, four engineers, a carpenter, boatto the Supreme was empower to make an and one cook. I left Swar on the 18th ting beyond though on the gross and rental for inst., with 3 000 odd bags of sugars, bound Neither Bross Lighting, Water aid ire Brigade for Chefoo. The weather was fine and air annual value by year exceed a ritequal to the We began to heave anchor at 4.40. It was ice, nor is there's of the Police estishment for smooth water. I have no charts or logs in a position of danger. between one and wand so that the off assessments | now; they were lost on the wreck. vital essence of the gross annual real, for Light- everything. At 6.10 the Squat rocks bore band of the gross annual real, for Light- everything. At 6.10 the Squat rocks bore band of the court-When he imposition of a 11 per cent. on the cost annual N.W. by W. and Green Island S. by W. 1 head was about S. E. I have never been N.W. by W. and Green Island S. by W. 1 in command of a ship before fixed by the Or the Fire Brigade Le ? per cent. W. The ship heading S.E. I shaped a in command of a ship before. parts of the Co. flou annual rental.

charge centage is imposed, so that the general points on the port bow. I gave the chief he gave me was E. S. E. by the compass. stayed about half an hour by the ship. this revenue of the Colony may be bunefitted by officer orders to take a four-point bearing, About 6.40 the Captain come on the bridge The lighthouse people put us up and were any surplus With such an afteration as and to call me should the red light be seen. and told me tosteer E. by S. 4 S. I did so, very kind to use construed grammatically, would seem to caution would have been used in the Legis- ings. I went aft to the chart room on the was told to keep a look-out for the Lam- the nature of the ship such that it was imat to the levying of the rates upon the lative Council to see that the rate-payers quarter deck. There is no pilot house mek light when it was lit. I saw the possible to lay by the ship till daylight. of valuation which would press in equal bridge again. I asked the chief mate 7.30. The Captain took the bearing of the rocks they were. I do not think it would is, however, too absurd to be seriously ratio upon all. Instead of this, however, if he had seen the red light, and he light. It how about 2 points to 2½ points have been impossible to lay by the ship.

Police establishment. Line vicin. Littly necessary in dealing fairly with the take the ship out before I laid the course and 3 of the grew. I went to several junks the light I saw. I saw the red light live down to lunch; among the supercont being; But the mine starves, and the proprietors also provided a method of appeal lutely necessary in dealing fairly with the take the ship out before I laid the course and 3 of the grew. I went to several junks the light I saw. I saw the red light live down to lunch; among the supercont being; But the mine starves, and the proprietors also provided a mesmod of suppose rate-payers that a clear definition of gross down. I then went forward to take the ship and tried them to take the ship and and net annual value should be enacted, and out and had got only two steps when the generals and columnis

name the rates are levied.

locseness of its last Rating Ordinance, we was a rock immediately under it and a swell in I got to the ship, and I asked the chief officer's boat. I only saved a part of half past one o'clock, all being in readiness. do not advocate for one moment that the rolling in. I told the carpenter to sound the boatswain, who was with me, to go on my clothes. There was no time to save H.R.H. Prince Hara, who was on a raised rate-payers should refuse to pay the rates holds. He found 4 feet in the fore hold, board the ship with me to see if there were more. assessments, because the money must be hold. The third officer left with the first gers. They were not willing to come with hoard the Bealedi. I was on the look-out Kabayama then made a few congratulatory Singgo. The captain was worried and demanded, if demanded on reasonable 5 feet in the main and the same in the after; any passengers. We found three passenfound for the wants of the Colony; but what boat. He took some Chinese and some of us. We forced two into our boat. but the from 6 to 8 o'clock, Snell releved me. remarks, at the conclusion of which the doubted, so that after three days of comthe rate-payers, we think, are fairly entitled the ship's crew. The chief officer's boat third would not be forced. The sea was Before Snell relieved me I saw a light on order was given to commence the launching to is a stipulation on the part of the Govern- went next. He went astern and then re- breaking over the ship then and the after the starboard bow—the light of a fishing operations. The vessel was first raised on ment if that the rates are now paid, no time turned; I told him to take more people in hold was full of water. I went to the junk. About half past seven I also saw a chocks, after which the small dog shores shall be lost in bringing forward for discus- his boat. At the time he was coming back cabin and found it half full of water. The bright light on the port how—the light of were displaced. This was followed by shall be consistent throughout; that the several firemen. These three boats could the after held and the cabin. I could lights. Close on eight o'clock I saw a which had beavy weights attached at method of valuation shall be clearly defined; carry all my people. I left with the second not save much. I went into the Captain's lot of junks on the port bow, I pointed the forward ends to allow them to drop that the power to appeal shall be to a officer's boat to try and get a fishing boat properly-constituted board so far as alongside to save what I could. The fishing value is concerned, and to the Supreme | boat would not go alongside. I went into Court on points of law, the method the fishing boat myself and several firemen of appeal distinctly stated, and the followed. When they would not come value upon which the rate is to be as wished to return to the steamer and called We do not know who is responsible for the turned to the steamer and took the people; this time. I met the second officer as 1 from the second mate. sessed plainly laid down in the Ordinance, to the mate. He did not hear me and represent Ordinance, but if it is a specimen to the Lammocks Island. The fishing went to theship. On the way back I met of the manner in which the Ordinances boat took me and the bremen to the the Captainin the second mate's boat. He have been amended by the Law Revision Lammocks Island. There I met the said he was going back to see what he watch after eight o'clock on the 16th inst. weight on the ways, and eventually, at be in the interests of the public that the so- went back to the steamer. Some of the about 2 o'clock in the morning. The light- 8 or 10 minutes past eight 1 felt a shock perceiving this a feeling of relief was expealed at once and replaced by those which taken to Swatow. The European crew and kind to us About two hours after the stop. That was after the first shock, lustily. The brad also physil, and the piare supposed to have been revised by the 7 Chinese were landed at the Lammock addition of error and the elimination of Island. The first mate brought some every beneficial clause originally inserted by Chinese and the third mate's boat also had and the boat's crew had a little rest we went the wisdom of past legislators.

CORRESPONDENCE

VITAL STATISTICS.

To the Editor of the 'CHINA MAIL.' 3 th June 1887. SIR,-The figures given in your issue of last night regarding the Death-rate are misleading. You give London as 20.7, whereas it is only 19.9 for 1886.

for the Colony; this however is only the rate for the purely British and foreign commu- 5 o'clock a.m. I sent the chief officer nity, leaving the Chinese out of count, and to see if he could get into the ship at low this rate shows an increase of 1.65 over water. He got back about 9 o'clock. He

The Death Rate for the whole population, after deducting non-residents and making pipes off the deck and everything that was allowances for infantile mortality at the movable. They pulled all the doors off orphanages, is nearer 29 per thousand. What is the reason of the continual increase in the European Death Rate here ! Yours faithfully.

THE LOSS OF THE 'BENLEDI.' MARINE COURT OF ENQUIRY.

A Marine Court was held this afternoon 26th Mail was allowed to the Cou of Summary to enquire into the loss of the S. S. Benledi on the Boat Rocks near Lammacks Light on the 18th inst. The Court consisted of the Hon. H. G. Thomsett, R. N., Harbour Master, President; and Staff-Commander from Hong at its full and fair annu value. No John A. Buckner, R.N., Captain W. D. tion of the expressions gross annual Mudie, of the Thibet; Captain Winthrop Ellis, of the Airlie; and Captain Ashton, of

Hon. H. G: Thomsett read the following tain J. L. Riddock of the Benledi :-

' Hongkong, June 27th. Sir. I have the honour to inform copiers of over twelve lonths were of the British S. S. Bendedi of Leith, re-Swatow to Chefoo. I shall thank you to must be im the ordinances meioned above hold a Court of Enquiry .- I am, Sir, your

J. LAWSON RIDDOCK. To the Hon. H. G. Thomset, R. N., Harbour Master, Hongkong.

He also read the warrant from the Go-

Captain J. Lawson Riddock said-lam

some: we landed about 10.30 p.m. The European light keeper looked after us as well as he could. I left the Lammock as the afterhatch. There were about thirabout 10.45 p.m. in the second mate's boat ty or forty boats alongside when we came, and returned about 1 30 a.m. on the 19th, and we found the ship had been plundered The sea was then breaking over the sky- we went lack to the island. I have no light and the vessel was filled with Chinese | complaints to make against anyone on fishermen who were looting the ship. Thay ! board. had the awnings all unbent and were looting everything. I did not go on board; it was useless. The water was breaking over the after deck and everything was gone in front. Then you quote 17.76 as the Death Rate The water was on deck as far as the mainmast. I returned to the light-house. About

> went on board and found there was nothing to save. The Chinese had lifted the steam

By Commander Buckner :- It was nearly low water when I left Swatow I had all the latest charts and books of directions. When I shaped my course I expected to be 3 miles at least off the Boat rocks. I steered to passed 6 miles, and made as I thought due allowance for tide. expected the tide to be setting N.N.E. at the rate of 1 to 15 knots.

By the Court-When I saw the red light I thought I was in the outer radius of the letter which had been received from Cap are and well to the southward of the rock. By Captain Ellis-At 7.45 p.m. I checked went on the bridge at eight.

By the Court :- The patent log was never hauled in. It has an indicator on the rail. By Captain Ellis-About half a minute elansed after I got to the engineer's room before the red light was reported and about 2 minutes from the reporting of the light till the vessel struck.

By Captain Ashton-I knew I was likely to get a strong current and left 31 miles for When I took the observation by the North Star I found a deviation of a point, which was what I expected.

Captain Thomsett-That red light is put there for the purpose of keeping ships off the rocks; and to put the ship within the radius of that light without being sure of your position-and it is impossible to be quite sure of one's position in that locality-was a very risky thing.

Captains that the light was seen at 10 miles

Capt. Thomsett-You lost two minutes valuable time after you saw this light. You should have attended to what the book says. It says the light is seen within 7 miles and whon you are within that you are Witness-I thought my course would take

By the Court-When I left the ship her

William Scott Lindsay said-I hold a mascourse E.S.E., which would take me

The stained and hence the Government not only are the inconsistencies and abaurd-said No. I took my glasses myself and on the port low. He came up several by Captain Ellis—I saw the junks be-interested of a country, continued will be lost, as even gold may cost too dear. ities of the numerous former Ordinances could see nothing of it. I went aft to the times and gave orders to take a four-point fore, the light was on the four points. I Count Kuroda, 'I should like Germany the mine though good is not rich, and to perpetuated, but the omission to state (as chart room again. Two or three minutes bearing and keep a good look-out for the was still clearing to pass the boats when we to a dull weapon that required an ex- make it pay a profit, economy, regularity, fair annual value or on the gross was done in those Ordinances) upon what after eight o'clock I was going on the the rate was to be charged and thus to bridge again to take another hearing of the I was relieved before the four-point bearing one mass of hoats. The vessel was per- with it. France, on the contrary, is as a clements no longer exist there, and the value, the value, the value of the state of the bands of a set of harpies who the passed, simply by the set of the bands of a set of harpies who the set of the set o the rate-paying portion of the Colony into the chief engineer's cabin doors and re-A new virtuance mass to passed, confusion, is a disgrace to the legislation of marked to him that on leaving Swatow the cight o'clock I was just going into the Capit will be went to trace one origin or the colony. When the population and ship turned round very badly. The red tain's room with him to look at the chart, breakers and went to the telegraph, but the subject, and after some hours conversed to marked to min that on leaving swanter to the telegraph, but the subject, and after some hours conversed to min that would not be rich enough as the chart, breakers and went to the telegraph, but the subject, and after some hours conversed to marked to m assistencies and amorganicos of the Colony was very much less light was then reported by the look-out, then it is many the struck as the colony was very much less light was then reported by the look-out. than it is now, the rate-payers (as we have He called out red light on the port bow. He said Stop a minute, I'll haul her off struck The ship struck about six sainutes Nippo, seen) had the privilege of appeal to its I immediately went on the bridge. The first. The Captain turned round to go after the white light was on the four points. the first Rating Ordinance passed in this Chief Justice, and (if they wished) to a engineer's cabin door was right under the forward and had only got a little bit when By Captain Ashlon—I did not see the nor was No. 2 of 1845 for the purpose special jury of themselves. The rate- bridge just at the foot of the bridge ladder. the ship struck heavily. I Cape light at all. any was reported. By the Court—I heard when I got back to Police would fall rateably upon all, because them N E. J N. by the compass. I told After the ship struck I heard the Captain the Limmocks that the Captain had the Valuers (then called Valuators) were the rate was limited to the actual cost, the second officer not to come castward of shout out to atop the engine. I went to called out for me to go back to the and it mattered little whether such rate his course. I then left the bridge with the get the port life boat ready. The second boat and take him to the steamer, but suka Naval Yard to launch the H. I. J. M. quire scientific and economical working. exapted tands, nouses and premises and premises and premises and premises and enterprise and efficiency. In the island; and make a return on samual value or the gross annual value. When I had get about an approximate the port aft boat. We had be island; and make a return on samual value or the gross annual value. When I had get about an approximate the port aft boat. We had be in the port after after after afte in the island, and make a return on the global annual value, when I had got about marger from I had got about best but we could shot board the Bendedi. I recollect the 18th gliding for some distance down the ways, if a mine is at a promising stage, Kaiping a percentage upon such valuations seeing that a fixed sum was said by all chart room I saw the chief officer who a percentage upon such valuations in equal ratio, but now, that the percentage was standing abreast of the after hatch. I owing to the rock. I took charge of the June. I went on watch at eight o'clock. I came to a standistill, and remained fast, in the wire, the kinemen of the Director, and year to be fixed by the Governor in equal ratio, but now, that the percentage was standing abreast of the after hatch. I owing to the rock. I took charge of the June. I went on watch at eight o'clock. I came to a standistill, and remained fast, in the kinemen of the Director, and the first of the after hatch. I was the after hatch in the first of the after hatch. I was the after hatch in t has to go into general revenue, it is obvious told him Come here a minute to the chart; port life boat. I went first to the stern for was on the lookout on the forecastle. A site of all efforts made to induce her to Hanagers and officials, come in shoals, that it does matter very much upon what room with me.' When I was at the chart safety but the sea was so strong I hauled man I relieved reported a light on the starthe rate is to be fixed, and that it is abso- mom I changed my mind: 1 said I would up to the por side. I took 20 passengers | board bow-a junk light-and that it is abso- mom I changed my mind: 1 said I would up to the por side. I took 20 passengers | board bow-a junk light-and that it is abso- mom I changed my mind: 1 said I would up to the por side.

> them into the boat. The men left in the officer on watch. the boat said they could not keep the boat | Anton Carlston-I was at the wheel vessel would move, but she did not stir.

time. We found the water had got up as far

By Caphin Ellis-I know the deviation on the course E. S. E. was 4 to 5 degrees. thought the course we were steering would take us two or three miles to the south of the Boat rocks. I know the meaning of the red light isto show clear of the rocks, and ting moment I saw it I would hand off till . lost sight of it. I had not time to advise the Captain to take the stip off before she struck I thought the red light showed I mile to 15 miles clear of the rock, and I did

not think there was such imminent danger. Charles P. Bell-I hold a master's the hinges, &c. At 2.30 p.m. in the after- certificate 00019; I got it in Loudso. noon I left the Lammocks for Swatow, I joined the Benkedi in England about leaving the second officer the three ship's February last year as second officer, and boats and four men on the island. I went have been on board since in that capawith the chief mate and the rest of the crew city. I recell at the 18th June. I went on the We must decline to enter into the dis- to Swatow in a fishing boat and landed bridge at eight o'clock, relieving the chief Mesars Sasuya & Co. to construct new cussion of the accuracy or otherwise of vital there about 11 a.m. on the 28th and re- mate. He told me to take a four point he arstatistics. Probably Mr Granville Sharp ported to the Consul. He took charge of ing of the hunmock light and to keep a good | England. will oblige our correspondent 'A. B' with a my crew and sent them to Hongkong but look out for the red light in case it should satisfactory reply. Sanitation is what we I remained in Swatow. The agents before be seen. A man named Snell was on the the residents of Tokyo towards the Coast I arrived had made an agreement with look-out lorward at eight o'clock. Two Defence Fund, up to the 15th instant, however, which we gave in last night's one of the Swatow pilots for \$50. I minutes after I went on deck at eight amounted to five hundred and seven thouissue for London and seven other cities are remained in Swatow and did not go o'clock the white light was on the four sand yen. Mulhall's, in 'Fifty Years' National Pro- back to the ship. The second officer and points. It was N.E. by E. J.E. The Capand to and a tenement is dined, among gress, page 88, and refer to the year 1886. men came to Swatow on the 23rd and tain was not on the bridge then. There were Osaka Mint during the 19th iscal year was then I came to Swatow on the Dandson with the Thates arriving on the 24th. I have no points on the port bow to 11 or 11 points tained for the first time since the establishcomplaint to make against any of my officers on the starboard bow. There was no outlet ment of the Mint. and crew. My crew was 28 in number. so I altered my course to S.E. E. to get The fact of the mate going away from the clear of them. While I was altering the course pose to establish an Electric Light Office at fishing boat when he landed me and his I saw thered light The look out man did Kojmachi on the lines of Edison's Electric not being able to see or hear, prevented me ; not see itso soon : I was looking through Light Company in America, and Mr Fujifrom getting back to the ship and saving the glass. I blew the whistle to call a man my papers : when I did get back everything to go to the Captain. After I blew the requested to superintend the work. whistle the look-out man reported the red light. I saw the man, Griffith, coming in and report the red light to the Captain. light and took bearings. He left for the chart room, telling me not to let the ship come and to the castward of her course. The vessa struck two or three minutes after I saw thered light. The Captain was not on ! the bridge when she atruck, but a minute i could not have clapsed, before he came on the bridge. After the v. ssel struck I went my compass by the North Star. The patent to the starboard life boat and found it imlog was set at 6.10 and I looked at it as I possible to get it off owing to the rocks and the third engineer, one sailor, and myself Department, articles imported into and we took the Captain in before leaving. went to some Chinese fishing boats to try and get them to take the people on b ard After a while we got a boat to take all except three, the chief engineer, one sailor and myself. The Captain offered the fishing boat \$10) to take the passengers on shore. He had to take the lead before the passengers would follow. We three took the boat back to the steamer and I went on board. got five Chinese into the boat. There were others on board but they would not come. I saved my papers and sextant and some of my clothing. My cabin was in the saloon. aft, on the lower deck. The Captain's cabin was on the other side—the starboard side of the saloun. There was no water Germany, then in the saloon. If the Captain and

had got their things from the hold. I

This Ordinance was repealed by the about 62 miles ouside the Boat rocks. ter's certificate No. 96,577. I got it in Dun- pulled towards the fishing boats, but posed by Count Okuma and others, from will be recognized as legal, but us the laws existing Ordinance, which was passed The deviation was 3 degrees e sterly. I doe in 1877 or 1878. To inche the Benta in they would not take the men on board, so the term (Takaida) to Matanington (Shimshin) stand the native capitalists and investors on the 19th The term of the deviation was 3 degrees e sterly. I on the 12th December 1885. No alteration changed my course at 6.40 to E. by S. August 1884 assecond officer and was prois made in this as to the mutho's of The chief officer was on watch from 6 to 8 moted to be first mate in February 1885 on board the keel was well upon the rocks where the first mutho's of The chief officer was on watch from 6 to 8 moted to be first mate in February 1885 on board the keel was well upon the rocks where the first mutho's of The chief officer was on watch from 6 to 8 moted to be first mate in February 1885 on board the keel was well upon the rocks where the first mate in February 1885 on board the keel was well upon the rocks where the first mutho's of the chief officer was on watch from 6 to 8 moted to be first mate in February 1885 on board the keel was well upon the rocks where the first mutho's of the chief officer was on watch from 6 to 8 moted to be first mate in February 1885 on board the keel was well upon the rocks where the first mutho's of the chief officer was on watch from 6 to 8 moted to be first mutho's of the first mutho's of the chief officer was on watch from 6 to 8 moted to be first much as the first mutho's of valuation or appeal, but an important o'clock. When I set the course the third and have seved as such ever since I alteration is made in the imposition male was on the bridge, the chief mate have never bent in command of a ship. When I got to the Lamine's a I saw the through much rough country, which will will not be given to work the mines except of the chief mate have never bent in command of a ship. of the rates. The system under which having gone for his tea. I was on the bridge I recollect, leaving Swatow on the 18th: the tail there and went back with him to retard construction. The extended eat is on a small scale. in no more than the actual cost of the Police off and on from 6 to 8 o'clock. About 1.20 We left about 4.30 p.m.; I took charge of the ship. This was a little after midnight. put at yea 4,500,00 , and the work, which In Shantang, at about 350 to 400 h from 6 to 8 o'clock. About 1.20 establishment can be raised as a Police the Lammocks light hove in hight. It was the watch about 6.30. I relieved the third We could not get on board on account of will be started as soon as the application is Chefoo, a promising gold mine was worked. Rate is abolished, and instead a fixed per- about E. by N. 1 N. It was about 3 officer. When I relieved him the course the fishing boats that surrounded it. We granted, will occupy three years.

board. I reached one fishing boat, and bow.' About two or three minutes before Vice-Admiral Nire, Rear-Admiral Inouye, pay to the general revenue under whatever minutes past eight o'clock. I had about 30 compelled them to take the Chinese past the vessel struck I saw some lights on Rear-Admiral Arichi and other high offichinese passengers on board. I gave or sengers on board. They to k them. I the port bow and heard velling. I saw cials; also the captain and officers of the Foochow captain, for instance, is given a Notwithstanding that the Government ders to clear away the boats at once and tried to go bak to the ship. We were sur- less that the Government ders to clear away the boats at once and tried to go bak to the ship. We were sur- less than the Cantonese, has apparently placed itself in a serious the orders were obeyed. We got three boats rounded by the fishing hoats, which tried to a very dark night. We could see 10 or 15 Bertin, and several foreigners in the employ difficulty with the rate-payers, by the out, the fourth we could not get out. There stop us in every way by crowding round miles along the horizon. I went in the of the Japanese government. Shortly after

> Henry Maddon-I am as A. B. on name on the bow of the ressel. Admiral lears, engineers, and crew came from water was coming through a door between the light house. I told Snell about both the displacement of the larger shores, two or three articles of clothing and put fail to see them. I reported these light to slight pressure being applied to the bow

free of the ship's side, so I went back to the when the vessel struck. We were steering Energetic measures, consequently, had to boat and weleft for the Lammocks to get E. by S. 1 S. I saw boat lights on the port be taken. Several screws and hydraulic assistance. I did not see the Capta u at bow. I got no order to change the course | jacks were brought to bear on the stubborn

Thomas McMutrie said-I was second appliances. Men were also ordered to run engineer of the Bentedi. I was on about on the Atago's decks to vary the could do. I arrived at the light-house The vessel was going full speed. About about 3 o'clock, she began to move. On keeper gave us dry clothes and was very succeeded by others. The telegraph rang perienced by the spectators, who cheered Captain came back. He told me the after The chief engineer should to ease the grows contined in the paper ball were liberend of the ship was under water. After I safety valve, and at the same time some at ed and flew to the neighbouring hills. The one shouted to stop the engines. We did cheering, however, quickly subsided, for not go astern. When going full speed we after gliding gracefully for a short distance go 91 to 10 knota.

> Thy Court then sat in private for about forty minutes. On the doors being opened again, Captain Thomsett amounced that the Court had resolved not to make its Yokohama at about a past 4 o'clock the verdict known until they had communi- 4 form mark was still on the ways. cated with the Government on the matter.

JAPAN ITEMS.

We take the following items from Japan newspapers, native and foreign, brought on by the last Japan Mail :-Japanese candles have hitherto only been

sent to China, but a trial shipment to America was desputched the other day. 94,150 dodars in silver coin were exported to Shanghai on the 14th instant in the Yokahamasmatu. Mesers Okura & Co. will establish a

branch shortly in Tientsin, with the intention of selling Japanese tea in that country. The Toky : Spinning Mills have ordered

The total sum of the contributions by

The value of silver money struck at the

The Tokyo Electric Light Company promoto, professor of engineering, has been | logist and mineralogist a now investigating The work of constructing a lighthouse on

the coast of Norimizumura, Akashigori, answer tomy whistle and I told him to go Hyogo Prefecture, will be started shortly by the Lighthouse Bureau of the Com-The Captain came on the bridge in less than | munications Department. The height of half a minute from the time I saw the red | the lighthouse will be about 40 feet above the level of the sea. -Fiji Shimpo. A chapel now in cours of construction in

the enclosure of the Anglo-Japanese. School at Aoyama, Tokyo, will be finished in a few days, and its inauguration ceremony will take place on the 1st instant. The number of the students in the school at present is one hundred and sixty, of which twenty-three are theological students. According to investigations made by the

got into it. We took her round on the port exported from Japan during January side and got a lord of people in. There last amounted to you 2,242,720.25 and were about 16 to 18 people in the boat, and | 2,831,991.68 respectively, the excess of export over import being yen 589,274.43. Scarcely a newspaper existed in Japan twenty years ago, says an exchange, and now there are 551. The book trade has also made a remarkable advance with the advent of printing in Japan, there being 3,538 book shops, supplying the wants of

the inhabitants of this empire. The head of the Fuso Shokai of Yokohama, in conjunction with a German, is contemplating the founding at Yokohama of a company to be atyled the Rakko Gumi (Sca-otter Company) with a capital of one hundred and fifty thousand yeu hunting-fleet, consisting of a flag-ship, and eighteen other craft, is to be ordered from

As before stated, the buildings for the other officers had been there they National Assembly have been decided to be would have had time to save their arected at Nagata-cho, so that the lots of things also: I was on board 25 minutes ground in the vicinity of the proposed also at that time. There were none belonging have been purchased by the government. to the filling boats on board at that time. An amount of three million you is to be The chid engineer and the A B who was appropriated for that purpose. As the with medid not come on board; they had work cannot be completed before 1890, to look after the boat. It was some time | when the National Assembly is to be conbetween 9 and 10 o'clock that I was on | vened, it is proposed to build a temporary board. The chief mate had gone away in edifice near Hibiya, where the Parade the portlife boat. After I had saved some Ground is now situated; and the Bureau for things lagain tried to get the Chinese on | Construction is already making temperary board, but they would not leave till they | preparations for the purpose.

The application for laying a railway, pro-

Itazaki the other day, be sairitied before he from California, and trained a munior of this one would have thought that extra I do not know whether he took the bear-Germany was the foremost country in the cosses with accuracy and skill. As all the world. The Count found after personal ac- foreigners have succumbed to the adverse: were equally and fairly assessed on a system on the bridge. At 7.45 I went on the white light some time about from 7.20 or although Garmany certainly possesses the lat is probable that the capital invested, reprontest Minister. 'If I took a sword as sorted as from Tls. 200,000 to Tls. 250,000,

A NEW JAPANESE GUNBOAT.

The altempt made on 17th inst. at Yoko- | Shantung, to render them profitable, rethat the net annual value, alone, is the fair ship struck. We were going at the speed of the passenges were afraid to go on edit. I called out 'red light on the port miral Akamarz, Vice-Admiral Nakamuta, promote their relations, so that good service platform, pulled a string and uncovered the

by means of a hydraulic jack that the boat, in addition to taskles and other the speed of the vessel was seen to decrease and shortly after she stopped. This was a serious mishap. However, two tugs were quickly in attendance, but without avail, and when the visitor's boat started, for

The new vessel is a smart looking gunboat with a twin screw and ram bow, and supplied with very ellicient rolling chocks. Her principal dimensions are: Length 47 m., Extreme breadth 8,200 m., Depth of hold 4,150 m., Mean draft fore and aft 2.99) m., Tonnage, displacement 621 tons. Probable speed 101 knots. She is constructed of steel inside and from out.

There are two other men-of-war on the stocks at Yokosuka, one to be 70 metres long with a speed of 15 knots and the other 90 metres long with a speed of 15 knots. -Japan Gazette.

The Japan Mail says:-Although not an important addition to the Japanese Navy. the launch of the Atago Kan is a notable event, as she is the first from vessel built at Yokonika. That the extensive plant and machinery for iron shippending, introduced some time since at this establishment, will enable the authorities to get through a great deal of work in a short space of time. is apparent in their first effort in this direction, as the keel of the Mago Kan was only laid down on the 17th of July last.

THE MINES OF CHINA.

The Tientsin correspondent of the N.-C. D. News writes :-

The Chinese officials are again turning attention to the mineal wealth of the Empire. A very eminent, American geoa large copper mine not far from Jehol The mino has been examined several times but, so far, without satisfactory result. is not easy to keep the eater down, and the ore is of very various quality. Some rich ockets exist, but as a whole the lodes do not compare with the rich beds of lake Superior and Oreensland, Moreover the ore generally is of a son what intractable nature, and the extraction of the metal in a pure state is through complicated and costy processes. The depast, however, is so large that it deserves special attention, and it may be that a practised and scientific nameralogist as Professor Church is may be a le to devise economical means for enabling the mines to furnish the large underneath. I got starboard after boat off, Custom House Bureau of the Financial quantities of copper required by the Go-

The galena (argentiferous lead) mines are numerous, but the quantity of silver is not Unless coal is cheap and transport to a market not dear there will not be much profit in working the silver lead Gold is found in many places in Childi

and in Mongolia. Jehol, no doubt, has large quantities of the precious metal, but no explorations have been made, and the only gold obtained is from the river bed. As a much gold is found in the sands or mud it is evident that a rich matrix exists in the hills, and a trained explorer might find it. There is also much gold around Port Arthur, so much so that the Viceroy Li has been recommended to have a thorough search made by a competent commission of experts.

The real mineral wealth of Child. ever, is in its iron and and Around the neit, and to the level of the sea in inches, tenths capital there are prodigious stores of the figest inin, coal, and limestone, accessible, ready for use, and waiting for the coming Fabreaheit. time when China will enser into her new stage of development and expinsion. Before the stores of minerals, precious 100.

as well as useful, can be turned to account, some preliminary steps should be taken by the Imperial or Provincial Governments. think it is at all likely that foreign liens on wedew (wett. Chinese mines, for advance of money, etc. Rais, in inches, touths and inches, touther

for a time on the most approved methods A friend who returned from Tokyo lately by Mr Becher, an English inining engineer tells us that, when Count Kunda visited Mr | and assayer. He set up machinery-brought

Attention is being given to the galena mines of Shantung. But they are not rich, and, so far, no rich silver ore, like thatfor instance-raised in the 'Sheridan' has To ranger THE bear found. The vield of silver in galena is rarely considerable, and the mines of

In the navy the evil is even worse. If a the vessels, unless sometimes the family tie a used in another way, as indeed has hanbened. Once a Foochow captain was apcointed to a gunboat in which all the offi-

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4 P.M.

Hongkong, Observatory, June 30, 1887 CHINA COAST METEOROLOGICAL REGISTER. Jess 29 -- V1 4 9 M

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igh, the humidity moderate and cloudy weather provails.

W. DOBERCK, Government Astronomer. Hongkows Observatory, June 30.

1. Banomeren, reduced to 34 depress Fahrenand hundre line. 2. TEMPERATURE, in the shade in degrees,

3. ROMEDITY, in percentage of sa aration, the agmidity of air saturated with most are boug 4. Direction or Wind, to two points.

5. Fonce or Wish, coording to Beamfort

6. State or Weather, b line skr. e de-A systematic and showigh survey should tached clouds, it drizzling, rain, f for, a gloomy, ... he made, and some definitions of mining to brill, I lightoing, o overcast, p cassin showers, rights should be formulated. I do not grantly rain, s snow, t thunder, visibility.

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PUBLISHED BI. MONTHLY

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of interest to sojourners in the Far East and the present issue will hold favourable if not advantageous comparison, with preceding numbers.'-Celestial Empire. This number contains several articles of interest and value. - North-China Herald.

'The China Review for September-October fully maintains the high standard of excellence which characterises that publitation, and altogether forms a very interesting and readable number. Mereorologists will find an interesting and valuable contribution by Dr. Fritsche, on "the Amount of Precipitation (Rain and Snow) of Peking," showing the results of Formosa," by Mr. Geo. Phillips, contains some interesting information, although much of it is second-hand. The Notices of Mails. New Books include a most generous and appreciative review of "The Divine Classic of Nan-Hua." and the Notes and Queries are as usual very interesting.' -- North-China

Daily News.

all students of China and the Chinese would ; the nearest place of business. do well to patronise.'-Chrysanthemum. 'The November-December number of the China. Review contains loss variety than usual, but the few articles are very interesting. The opening paper by Mr Herbert A. Giles on "The New Testament in Chinese" treats of a question that must necessarily be of great importance in the eyes of all missionaries. . . Mr E. H. Parker's "Short Journeys in Szechuen" are continued, and a goodly instalment of interest by students of Chinese history, be inserted in such Pattern Packets. A few short notices of New Books and a number of Notes and Queries, one of which "On Chinese Oaths in Western Borneo and Java" might appropriately have been

'A substantial and reliable Review which

the number.'—H.K. Daily Press. Trubner's Oriental Record contains the following notice of the China Review:-The present publication, judging by the number now before us, is intended to occupy a position, as regards China and the neighbouring countries, some what similar to that which has been filled in India by the Calcutta Review. The great degree of attention that has been bestowed of late years upon the investigation of Chinese literature, antiquities, and social developments, to say nothing of linguistic studies, has led to the accumulation of important stores of information, rendering some such channel of publicity as is now provided extremely desirable; and contributions of much interest may fairly be looked or from the members of the foreign consular services, the Chinese Customs' corps, and the missionary body, among whom a high degree of Chinese scholarship is now assiduously cultivated, and who are severally represented in the first number of the Review by papers highly creditable to their respective authors . . . Some translations from Chinese novels and plays are marked by both accuracy and freshnosa of style; and an account of the career of the Chinese poet-statesman of the eleventh century, Su Tung-p'o, by Mr. E. C. Bowra, is not only historically valuable, but is also distinguished by its literary grace. Beside notices of new books relating to China and the East, which will be a useful feature of the Review, if carried out with punctuality and detail, we are glad to notice that 'Notes' and 'Queries' are destined to find a place in its pages also. It is to be hoped that this opening for contributions on Chinese subjects may evoke a similar degree of literary zeal to that which was displayed during the lifetime of its predeceasor in the field, and that the China Review may receive the support necessary to insure its continuance.

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All correspondence posted before 5 sian Observatory at Peking, from 1841 to n.m. on any week day for addresses to Four Coolies, 55 cts. Four Coolies, \$1.00 "Notes on the Dutch Occupation Victoria will be delivered the same day. Three Coolies, 55 cts. Three Coolies, 0.85 and generally within two hours, unless the Two Coolies, .. 4 ets. Two Coolies, ... 0.70 delivery should be retarded by the Contract | Returning by other routes will be the

2. Invitations, &c. can generally be delivered within Victoria at the private more than three hour- except returning by houses of the addressees rather than at Aberdeen when three hours and a half will places of business, if a wish to that effect be allowed. be expressed by the sender, otherwise all | For every hour or part of an hour above correspondence is invariably delivered at three or three and a half, each Coolie will

3. Boxholders who desire to send Circulara, Dividend Warrants, Invitations Cards &c., all of the same weight, to addresses in Hongkong, Bangkok, or the Ports of China, may deliver them to the Post Office unstamped, the postage being then charged to the sender's account. Each batch must consist of at least ten.

4. Boxholders may also send Patterns to the same places in the same way. Enthese travels in the interior of China is velopes containing Patterns may be wholly given. Mr F. H. Balfour contributes - closed, if the nature of the contents be first paper of some length entitled "The Ema exhibited or stated to the Postmaster peror Cheng, founder of the Chinese Em-, General, as he may consider necessary, and pire," which will be read with genui e approved by him. Printed Circulars may To Shaukiwan,

The Post Office declines all responsibility for Unregistered Letters containing Bank will be double. Notes Coin, or Jeweller and, where Replaced under a separate heading, complete gistration has been neglected, WILL MAKE NO ENQUIRIES into alleged losses of such

Parcel Post to the United Kingdom.

Parcels not exceeding 11 lbs. in weight are received in Hongkong and at British Post Offices in China, for transmission to the United Kingdom by P. & O. Packet id Gibraltar. No parcel is sent with the Overland Mail vià Brindisi. Parcels therefore arrive in London about eight days later than the Mail. Parcels may be scaled, but any parcel, even though scaled, is liable to

be opened for examination. Parcels must be posted in Hongkong before 3 p.m. on the day before the departure of the Mail. Those arriving from the Coast, &c., after this hour are kept for the following P. & O. Mail.

The Postage is 25 cents per lb., which includes Registration fee, and must be prepaid in stamps. No further charge is made n the United Kingdom except for Customs dues. No parcel must be more than 3 feet 6 inches in length, or 6 feet in greatest length and girth combined. A receipt is given for each Parcel:

The sender must till up a form of Customs Declaration, which can be obtained free at ed till this is completely and accurately Half Day,20 Tea, Tobacco, and Gold and Silver plate.

Dangerous or perishable goods, articles likely to injure the Mula. Liquids (unless) securely packed) or parcels easily crushed. such as band-boxes, are prohibited. No Parcel can be received if its value exceeds \$250. A Parcel may contain a letter to the same address as that of the Parcel itself, or another Parcel to the same address. No

other enclosures are allowed. With regard to inward Parcels, addressees are requested to observe that the Parcel Mail is not opened until the ordinary distribution of letters, &c., is finished. The postage on Parcels at home is 10d. per fb.. the Regulations are generally similar to the above, and the Parcels are sent out rid

Edernaity for the Loss of a Registered Article. The Post Office is not legally responsible Chawronn & Co., Hongkong; and Messrs. for the safe delivery of Registered correspon. KELLY & WALSH, Shanghai,

Hongkong Rates of Postage. dence, but it is prepared to make good the contents of such correspondence lost while passing through the Post, to the extent of I. That the sender duly observed all the

2. That the letter was securely enclosed theries on China and Japan, has reached its are charged as double, troble, &c., as the 3. That application was made to the Fourteenth Volume. The Review discusses case may be, but such papers or packets of Postmaster General of Hongkong immedi-

> 4. That the Postmaster General is satisfied that the loss occurred whilst the correspondence was in the custody of the British Postal administration in China, that it was not caused by any fault on the part of the sendor, by destruction by fire, or shipwreck, nor by the dishonesty or nogligence of any person not in the employment of the

> Hongkong Post Office. 5. No compensation can be paid for mere amage to fragile articles such as portraits, watches, bandsomely bound books, &c., which reach; neir destination, although in a broken or deteriorated condition.

Missent or Delayed Correspondence. When correspondence has been missent or delayed (both of which are liable to happen occasionally) all that the addressee need do is to note on the cover, Sent to ____ or Received at 7 p.m., or as the case may be, and forward it, without any other writing whatever, to the Postmaster time cause of complaint occurs; it is mistake to let such matters pass for fear of giving trouble, a course which generally gives more trouble in the end.

Chair, Jinricksha, and Boat milite.

LEGALISED TARIFF OF FURES FOR CHARS. CHAIR BEARERS, AND BOATS, IN THE COLONY OF HONGKONG.

Chairs. Half hour, 10 ets. | One hour, ... 20 ets. Three hours, ... 50 cts. | Six lours, ... 70 cts. Day (from 6 to 6), One Dollar.

TO VICTORIA PRAK. Return Direct.

By Pok-fu-Lam. Four Coolies ... \$2.00 | Four Coolies ... \$2.57 Three Coolies, 1.60 Three Coolies, 2.00 Two Coolies,... 1.30 | Two Coolies,... 1.60 By Wantsai Gap. Four Coolies ... \$1.75

Three Coolies, ... 1.40

Two Coolies, 1.20 TO VICTORIA GAP. Return Direct Single Trip. Three Coolies, 5 tcts: Three Coolies, 75 cts. Two Coolies, .. 40cts. | Two Coolies, .. 6 lets.

 $B_{\mathcal{T}}$ Wandsai Gap. Four Coolies,... ... \$1.15 Three Coolies, 0.95 Two Coolies, 0.89

TO THE PEAK CHURCH, AND HOUSES IN VICINITY OF MOUNT KELLET AND MO NT GOUGH.

Single Tette | Return Direct. same as from Gap.

The Return Fare embraces a trip of not

be crititled to an additional payment of five

Nothing in above scale prevents private agreements.

Licensed Biarers (each). One Hour, 10 cents. Half day,... 35 centa. Day, 50 cents. Jinricksha. Quarter Hour, O5 cts. | One Hour, ... 15 cts.

Half Hour, .. 10cts. | Two Hours,...25 cts. For every hour or part of an hour 10 cents. over two hours, To Pok-fu-Lam or Quarry Bay, ...20 Return. 35 Return, To Aherdeen, Return, 69

If an extra Coolie is employed, the fare Nothing in this scale prevents privat greements.

BOAT AND COOLIE HIRE. ist Class Cargo Boat of 8 or 900 piculs, per Day, ... 1st Class Cargo Boat of 8 or 900 picula, per Load, ...

2nd Class Cargo Boat of 630 piculs, per Day, ... 2nd Class Cargo Boat of 600 picula, per Load, ..." 3rd Class Cargo Boat or Ha-kau Boat of 300 piculs, per Day, 3rd Class Cargo Boat or Ha-kau Boat of 300 picula, per Load, ... 1.00 3rd Class Cargo Boat or Ha-kau Boat of

300 picula, Half Day, ...

эатринз. or Pullaway Boats, por Day, \$1.00 One Hour, ... Half-an-Hour, ... After 6 P.M......10 cents extra. Nothing in this Scale prevents private

STREET COOLIES. Scale of Hire for Street Coolies. Half Hour, 3 Nothing in the above Some to affect private agraements.

NOW ON SALE. INDEX TO THE CHINA REVIEW

VOLUMES I TO XII. 1.—LIST OF CONTRIBUTORS. 2.—ARTICLES. 3.—Reviews of Books. 4.-LIST OF ACTHORS REVIEWED.

PRICE, - - - 50 CENTS. To be had at the China Mail Office, Messrs, Kelly & Wilsh, Messrs, Lane,

Merchant Vessels in Mongkong Harbour.

Exclusive of late Arrivals and Departures reported to-days

To facilitate finding the contion of any vessel in the Hurbour, the Anchorage is divided into eleven Sections, commencing at

droin Island. Vessels near the Hongkong shore are marked all near the Kowloong shore k., and these in the body of the

Shipping or midway between each shore are marked c., in conjunction with the figures denoting the sections.

I. From Green Islan I to the Gas Works.

2. From Gas Works to Jardine's Wharf. 3. From Jardine's Wharf to the Hurbour Master's Odico. 4. From Hubbit Mister's to the P. and O. Co.'s Office.

5. From P. and O. Co. 's O lice to Poddar's Wharf. 6. From Peddar's Wharf to the Naval Yard.

7. From Naval Yard to Blue Buildings. 8. From Blue Buildings to East Point. 9. From Kellett's Island to North Point. 10. Kowloon Wharves. 11. Jardine's Wharf.

Flag and Destination. Remarks. Consumees or Agents. Vessel's Nume. Steamers General. This should be acted on the first Airlio 4 c Ellis Brit. str. 1492 June 12 Russell & Co. Sydney, &c. alwine 3 c Samuelsen Ger. str. 400 June 29 Wieler & Co. To-morrow To-morrow For sale Cassandra 5 c. Haesloop Ger. str. 1097 June 27 Siemssen & Co. Swatow & Bangkok Ab'deen Dock str.: 648 June 26 Melchers & Co. str. 574 June 21 Wieler & Co. Wanchai str. 548 Nov. 13 Siemssen & Co. Orgsader..... 7 h Ogston...... Brit. str. 965 June 29 Siemssen & Co. K'loon Dock K'loun Dock str. 419 June 10 Arnhold, Karberg & Co. Frejr Dau. Greyhound 3 c Wright Brit. str. 227 June 30 Adamson, Bell & Co. Hoihow, &c. To-morrow str. 11.2 June 29 Douglas Steamship Co. 2nd prox. Coast Ports Haiphong 5 h Ashton Brit. str. 871 June 29 Wieler & Co. Independent 2 h Hasonwinkel ... Ger. str. 11092, uno 29 Mitsui Bussan Kaisha Kutchinotzu Kong Beng 3 h Phillips Brit. str. 862 Jane 27-Yuen Fat Hong Kutsang 3 c Jackson Brit. str. 1495 June 30 Jardine, Mathoson & Co. To-morrow Shanghai Four Coolies, \$1.00 | Four Coolies, \$1.50 | Lombardy 2 h Brookes Brit. str., 1726 June 30 P. & O S. N. Co. str. 704 June 29 Wieler & Co. Two Coolies, ... 0.70 Two Coolies, ... 1.00 Messer 8 c Titzek Brit. str. 1323 June 19 Russoll & Co. Swatow & Bangkok Coa'tan Dock Phra Chula Chom Klaog ... Benson Brit. str., 1011 June 22 Yuen Fat Hong Pilot Fish 5 h Stopani Brit. tag. 161 H. K. & W. Dock Co. By Aberdeen Shortest For sale Sea Gull 6 c.C. Leabirel Amer. str. To-morro w Hoihow, &c. 3rd prox. Bangkok Ab'deen Dock Calcutta Magasaki Yokohama & Kobe To-morrow str. 1671 June 28 P. & U. S. N. Co. Thibet 5 c. Madie Brit. Amoy & Manila 2nd prox.

Sailing Vessels Kloon Dock Allie Rowe...... Phillips Haw. bg., June 9 Wieler & Co. ************* New York Newspapers and Prices Current, each, 2 Four Coolies. \$1.50 Four Coolies, ...\$2.00 Billy Simpson 5 k Brown Brit. bige. 432 June 20 Gibb, Livingston & Co. oth prox. Sandakan Three Coolies, 1.20 Three Coolies, 1.60 Colombo 3 c Griff Ger. bqe. 636 June 10 Captain San Francisco Great Admiral 3 c Rowell Amer. sh. 1497 June 19 Russell & Co. Mount Lebanon 2 c Nelson Am. bqtin. 530 May 20 Gonsalves & Co. Honolul Orient 3 c Roder Ger. bqc. 461 June 19 Wieler & Co. Pactolus 8 c Burnham Amer. sh. 1144 June 17 Pustau & Co. New York Rapid 3 c Steinbring Si.an. bqc. 429 June 11 Weler & Co. New York Southern Chief 2 c Smrs Amer, bqc. 1219 June 10 Arnhold, Karberg & Co. Victoria, B.C. Hamburg ** New York Wandering Minstrel... 5 k Brit. bqtin. 366 April 14

Her Bridgenie Majesty's Ships on the Chica Station.

Name.	$R_{\uparrow j}$.	Tons.	Guins.	І.И.Р.	Deptain.	Where at.
Alacrity Audacious* Champion Cleopatra Cockchafer Constance Cordelia Daria: Esk Espeur Firebrand Heroine Leander Lamast Mer'in Midge Ramb'er Sapolaira Satellite Solent Swift Tweed Victor Emanue:	despatch-vessel double-screw from frigate corvette gun boat corvette aloup gun boat gun boat corvette cruiser gan boat hilk aloop corvette cruiser torpedo minir ; launch gun boat gun boat	1400 6010 2380 2380 465 2380 2420 940 360 465 455 1420 3750 766 430 1970 1420 150 756 360 5167 925	10 14 14 14 14 14 14 14 14 14 14 14 14 14	4330 2340 2610 470 2590 340 470 460 1470 5000 1059 430 2360 1400 1010 340	Captain R. Blair Maconochie Capt. Robert Hastings Harris Captain A. T. Powlett Captain L. C. Keppel LicutCom. H. H. Boteler Capt. Seymour Dacres Captain Henry H. Boys Captain Henry H. Boys Captain A. H. Boldero LicutCom. H. R. Adams LicutCom. Denison Captain Chas. J. Balfour Captain M. J. Dunlop Commander W. Marrack LicutCom. W. M. Maturin Commander W. M. Maturin Commander W. U. Moore Captain R. G. Kinahan Captain Arthur L. Alington Commander A. C. B. Bromley Commodor Maxwell Captain Orford Churchill	Shanghai Nagasaki Johore Johore Johore Hongkong Yokohama Hongkong Shanghai In reserve Bingapore Hongkong Kobe Yokohama Shanghai Shanghai Shanghai Shanghai Shanghai Amoy Hongkong Amoy In reserve Hongkong Shhangai
Wanderer Wivern Zephyr	gunboat turretship gunboat	2750 438	4	1450 530	LieutCom. Chas. K. Hope	Hongkong Hongkong

* Flagship of Vice-Admiral Vesey Hamilton, Commander-in-Chief.

For H. B. M. Ships' tonnage, displacements and effective horse powers are given according to H. M. Navy list,

Freig Ser-of-war on the China and Japan Stabion.

Name.	2	Progrand Rig.	5	Tose	G	uis.	-11.1		Captain, Where at.
Aleout	!-	Russian gunboat		800				e.em	Captain Parenego Nagasaki
Aragon		Spanish cruiser		1908		_	_	_	Captain D. E. Zulnaga Manita
Aspie	:	French gunboat		470	*	4	45	0	Commander Rupé
Aurora	9.5	Austro-Hungarian cruiser		1430		_	_	_	Captain Franz Muller Nagasaki
Bobre		Russian cruiser		1100		-		-	Captain Menschrooff Nag-saki
Brooklyn		U. Sfrigate		3900		14	120	G	* Flagship of Admiral Chandler : Yokohama
lomere		French gunboat		475		4	45	0	LieutCommander Noirot Haiphong
Omitry Donskoy		Russian frigate	'	60:30		_		_	Captain N. Scrydloff Nagasaki
Lasex		U. S. corvette		1375		6	90	()	Commander Jewel Yokohama
aguar	-	French gunboat		445		2	2,	0	LieutCommander Fouet Haiphong
ultio	9	French gunboat		485		4	42		: Captain Nény i Haiphong
farion	:	U. S. corvette	7	1900		7	117		Commander Merrill Miller Chelmulpo
Іппосясу		U. S. sloop		1370		6	147		Commander H. Glass Yokohama
Iordi		Russian gunooat		455		7		66	Commander Moltsoff Corea
iautilus ^l		German gun-vessel	14.1	755		4	. 60		Captain von Hoven Singapore
Nayezdink		Russian cruiser	i	1330	i.	9	25		Captain Zarine Vladivostock
Inaha		U. S. corvette	4	2400		12	. 115		Capt. Courtis . Yokohama.
หโอร	(-)	U, 8. ganbost		420		6	50		LieutCom. Thomas Nelson Yokohama
Parseval		French gunboat				_		_	Captain M. Foret On a cruice
liivier		French gunbest		540		_	-42	20	LieutCommander Poidlous Haiphong
		French cruiser		22:00		15	22		Captain Buge Yokohama
Primauguet		Italian cruiser		1458		5	40.	_	Captain F. Grevalt Manila
Rapido Pia Timo				540		,U	_	_	Captain Raphael d'Andrade Hongkong
Rio Lima		Portuguese gunboat Russian cruisor		3000				_	Captain Th. Avellan Nagasaki
Rynda Signah		Russian cruiser		300		1	100	10	Commander Sugarieff Corea
Sivotch			-	455		-		;)	Commander Boyle Japan
iobai N		Russian gunboat		610	*	5		00	Commander P. I. Gouveia Macao
games's		Portuguese gun boat			1	12	42		Captain Juge : Yokohama
urenne		French frigate	1	5889 1220	4	14			
Vestnik	-	Russian corvette	3	1330		4		25	
V (plan)		French gunboat		430		4	4.7	6 U	
Vitiaz		Russian corvette	•	2950	4	12			Captain Makaroff Nagasaki
Vosteck		Resear grahoat	1	004		4			Contain Tourishousey Vizing Charles
Wolf	-	German gunboat	î	384	1	6	34	10	Captain Joeselike Shanghai

SH PPING IN CHINA, JAPAN PHILIPPINES, AND SIAM WATERS.

WHAMPOA. Darlingtion. Flag & Rig. Brit. bqe. str. Hongkong str. Slunghai Kung-par str. Shanghai Ningpo Tiontsin Yangtsze.

> AMOY. In port on June 23, 1887. MERCHANT STEAMERS Dutch

Bantam Spanish * British Hongkong MERCHANT SAILING VESSELS. Carl Bohn Oscar Mooyer Ger. bqe. Ger. bgo.

FOOCHOW. In port on June 15, 1887. MERCHANT STEAMERS. Brtiish British Glengarry British Kaisow British Patroclus British

Taku MERCHANT SAILING VESSELS. Brit. bge. Brit. bge. Sin Kolga Amer. sch. Wagrien WalterSiegfried Brit. bq6.

SHANGHAI. In port on June 25, 1887. MERCHANT STEAMERS. British

Braunschweig German CarmarthenshireBritish British. Dardanns British Deucation Cainese Fungshun Chinese uyew British Glencos Pritish Glenfruin British Glengylo Chinese Hae-chang British Ingeborg Freich Iraouaddy German Johann Chinese Kinng-kwan Chinese Kiang-tung British Kowshing British Kung-wo British Nanzing British

Ningpo British Oopack British Hankow, &c Pekin British Ravenna Store Nordisks Danish Dr. tish Hankow, &co British Wenchow British Wismar British Wuchang MERCHANT SAILING VESSELS.

Airzone

Brit. bge.

Brit. bge. Batavia Chihaya Maru Japan. bq. Faugh Balaugi Gr. 3m. sc. Hagerstown Amer. sh. Johann Adolp Ger. sch. J. Nicholson | Brit. bge. KumasakaMas Japan. bqc. Martha. Brit. bue. Brit. bqe. Perle Sea Swallow Brit, boc. Walls Castle Brit. bye. Wm, C. Conn Amer. sh.

NAGASAKI. In pit on June 8, 1887. Atago Maru | Jap. hulk. Kozaki Marif Japan, boje.,

YOKOHAMA. In pet on June 12, 1887. Ger. bae. Augusta Hilaria Brit. sh. Amer. sh. Mercury Plymouth Brit, bqe.

HIOGO. In pet on June 14, 1887 Antoinette Brit. sh. Condor Brit. bge. Ellen A. Reli Brit. sh Guy C. Goss Amer. sh.

W. J. Rotch Am. MANILA. In pri on June 18, 1887.

Brit. bge. Anamba Clan Robertsh Brit, Earl Granvill Brit, Fildenhope Brit. bae. Jas. A. Wrigh Amer. bee. Jas. G. Baing Brit. bue. Kepler Ger, bue. L. Schepp Ger. Manuel Siam. bge. Sachem Amer. sh. BANGKOK. In bet on May 14, 1887. Advance Siam, bue. Brit. bee.

Brit. bae. Aurora Batavia Brit. bge. Caroline Siam. 3 sc. Diamond City Siam. bae. Siam. Doretta Emilie Norw. bge. Foochow Siam, bue, Goliah Siam. Kong Lee Siam, sch. Long Him Sam. bge. Meridian. Stam, sch. QueenofEngladSiam, sh.

Siam

Siburien

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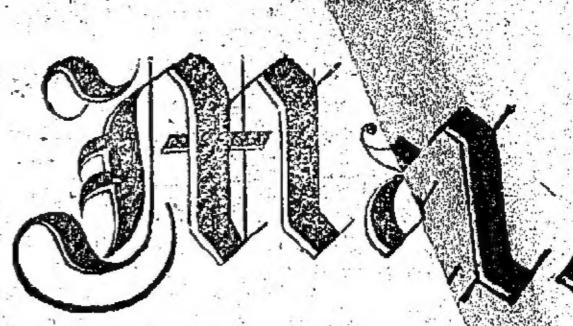
Siam. bge.

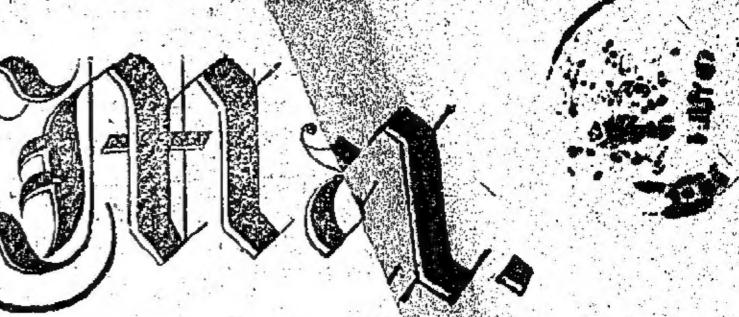
Siam, bue.

Chi. bqe.



Established February,





Vol. XLIII. No. 1447.

號十三月六年七十八百八千一英

HONGKONG, THURSDAY, JUNE 30, 1887.

AGENTS FOR THE CHINA MAIL. LONDON: -F. ALGAR, 11 &12, Olement's Lant, Lombard Street, E. C. GEORGE STREET & Co., 30, Cornhill. GORDON & Goton, Ludgate Circus, E.C. BATES Hanny & Co., 37, Walbrook, E.C. SAMUEL DEACON & Co., 150 & 154,

Lecotenhall Street. W. M. WILLS, 151, Cannon Street, E.C. PARIS AND EUROPE: - AHEREL PRINCE & Co. 36. Rue Lafayette, Paris. NEW YORK:-ANDREW WIED, 21, Park

SAN FRANCISCO and American Ports generally: - Hear & RLACK, San Fran-AUSTRALIA, TASMANIA, AND NEW ZEALAND :- GORDON & GOTCH. Mel-

hourse and Sydney. CEYLON :- W. M. SMITH & Co., THE APOTHECARIES Co. . Colombo. SINGAPORE, STRAITS, &c :- SAYLE & Co., Square, Singapore. C. HEINSZEN Brick.

& Co. Manila. OHINA:-Macao, F. A. on Chuz. Swatoro, Queque & Co. Amog. N. MOALLE. Foodbow, Havar & Co. Shanghai, DANK, GRAWFORD & Co., and KELLY & Walsil. Yokohamer, LANE, ORAWgone & Co., and KELLY & Co.

Banks.

NOTICE DULES OF THE HONGKONG Chronometer, Watch & Clock Makers, SAVINGS' BANK.

.- The business of the above Bank will be bonducted by the Hongkong and Shanghar Banking Corporation, on their premises in Hougkong. Basiness hours on week-days, 10 to 3 reaturdays, 10

2. - Sums less than St or more than \$250 at one time will not be received. No depositor may deposit more than \$2,500

3. - Depositors in the Savings Bank having \$100 or more at their sredit may at their option transfer the same to the Hongkong and Shanghai Banking Corpuration on fixed deposit for 12 months at 5 per cent. per annuminterest.

4. - Interest at the rate of 3 per cont. per annun will be allowed to depositors on their daily balances. 5. - Eich Depositor will be upplied gratis

with a Pass-Book which must be presented with each payment or withwritten up at least twice a year, about kung Harbour. the beginning of January and beginning of July. 6 .- Correspondence as to the business of

the Bank if marked on Hongkong Savings' Bank Business is forwarded free by the various British Post Offices in Hongkong and China 7. Withdrawals may be made on demand

but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

HONGKONG & SHANGHAI BANKING UORPORATION, JOHN WALTER, Acting Chief Manager. Hougkong, June 7, 1883.

HONGKONG & SHANGHAI BANKING CORPORATION.

RESERVE FUND,......\$4,500,000 RESERVE LIABILITY OF P.no. } \$7,500,000 PRIETORS,

COURT OF DIRECTORS. Chairman-M. GRots, Esq. Deputy Chairman - O. D. Borrowley, Esq. Hon, J. BELL IRVING. | E. H. M. HUNTING-W. H. F. DARBY, Esq. TON, Esq. H. L. DALRYMPLE, Hon. A. P. McEWEN. J. S. Moses, Eaq. H. Hoppius, Esq. Hop. F. D. SASSOON.

OHIEF MANAGER. Honglorng, THOMAS JACKSON, Esq. Acting Chief Manager - JOHN WALTEN, Esq. MANAGER. Shanghai, EWEN CAREHON, Esq. LONDON BANKERS. - London and County

HONGKUNG. INTEREST ALLOWED. N Carrent Deposit Account at the rate of 2 per cont. per annua on the daily

balancs. On Fixed Denosits:-For 3 months, 3 per cent, per annum. 4 per cent. n n 5 per ceut, ii "

LOCAL BILLS DISCOUNTED. Credits granted on approved Securities, and every description of Banking and Exchange business transacted. Drafts granted on London, and the chie Commercial places in Europe, India, Australia, America, China and Japan. JOHN WALTER.

Acting Ohief Manager. Hongkong, May 27, 1887.

· Notices of Firms.

NOTICE is hereby given that the Busi-NESS OF GENERAL STORE-KEEPERS and

Commission Agents previously carried on at Foschow, in the Empire of China, under the Fine or Chop of HOK LEE HONG & Co. by Tiong AH Hok and Jan Kine Sing in Co-partnership, was DISSOLVED on the 6th day of January, 1887, and the Responsibility of the said Tan King Sing for any Dear or Liability incurred by the said Firm or Chop terminated on the 6th day of January, 1887. HOK LEE & Co.,

Foothow. Singspore, 17th May, 1887.

TITIH Reference to the above, I, Trong AH Hok, of Foochow, beg to notify the Public that the BUSINESS of the HOK LEE HONG & Co. BB GENERAL STORE-REEPERS and COMMISSION AGENTS, is now being carried on at Fosshow as heretofore by TAM KIM CHING, of Singapore, Merchant, and Myself under the Style of HOK LEE HONG & Co.; and that I hold a Power of Attorney from the said TAM KIM OHING as his Agent individually and also as a PARTNER in the said Firm, to transact all matters connected with the Business of the Firm at Foodhow.

TIONG AH HOK. Horgiong, June 1, 1887.

Business Notices.

Intimations.

HONGKONG BRICK AND CEMENT COMPANY, LIMITED.

OFFICE, No. 5, QUEEN'S ROLD.

THRE BRICKS OF SUPERIOR QUALITY FOR SALE. PRICE, \$30 PER 1,000.

The following Testimonial has been recerved from F. W. CROSS, Esq., Manager, HONGKONG AND CHINA GAS COMPANY, 'I have herewith much pleasure in tosti-

fying to the quality of the FIRE Bucks as made by you at your new works. "In appearance the Brick is light and soft as compared with the ordinary Fire Brick used in the Colony, but this I may say is characteristic of the best English Fire

'After a very severe test I have no hesitation in saying that this Brick is admirably suited to resist any degree of heat that it may be likely to undergo and for all pur-poses that Fire Bricks are used for Iam now about to build them into one of my Furnaces and have no doubt of their being able to stand as well as the English Fire Bricks I have been using."

Hongkong, May 23, 1887. CHAS. J. GAUPP & Co., Jewellers, Gold & Silversmiths.

ATAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS. VOIGTLANDER'S CELEBRATED BINOCULARS AND TELESCOPES. RITCHE'S LIQUID AND OTHER COMPARES.

ADMIRALTY & IMRAY CHARTS, NAUTICAL BOOKS. English SILVER & ELECTRO-PLATED WARE. Christofle & Co. 's ELECTRO-PLATED WARE.

GOLD & SILVER JEWELLERY, in great variety. DIAMONDS

DIAMOND JEWELLERY. A Splendid Collection of the Latest LONDON PATTERNS, at very moderate prices 742 NOTICE.

c= (17/4 ==

ATEITHER the AGENTS, nor the OWNERS IN will be RESPONSIBLE for any drawal. Depositors must not make | DERTS Contracted by the CAPTAIN, any entries themselves in their Pass- OFFICERS or CREW of the American Barque Books but should send them to be Southern Chief during her stay in Hong-

> ARNHOLD, KARBERG & Co., Hongkong, June 10, 1887.

NOTICE. HONGKONG AND WHAMPON DOCK

COMPANY, LIMITED. CHITPMASTERS and ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, NONE of the Company's FOREMEN should be at hand, Orders for REPAIRS if sont to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the Event of Complaints being found necessary, Communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dis-D. GILLIES,

Secretarn.

Hongkong, August 25, 1885. NOTICE.

THE Undersigned are Sole Asserts for Hongkong and Manila for the Sale of THE MONTSERRAT LIME JUICE,

THE MONTSERRAT LIME JUICE CORDIALS. A. S. WATSON & Co., LD.

Hongkong, May 3, 1887.

NOW COMPLETE SUPPLEMENT.

ACCHINESE DICTIONARY CANTONESE DIALECT,

DR. E. J EITEL, CROWN OCTAVO, PP. 1018.

Hongkong, 1877-1883.

М-Т, ... 93.00 Part IV. . T-Y, \$3.00 Supplement, ... \$0.50 Reduced price, per Complete Set, \$10.00, or, for Five Sets, \$40.00.

This Standard Work on the Chinese Languige, constructed on the basis of Kanghi's Imperial Dictionary, contains nearly all Chiness characters in practical use, and while alphabetically arranged according to the sounds of theoldest dialect of China, the Cantonese, it gives also the Mandarin pronunciation of all characters explained in the book, so that its usefulness is by no means confined to the Cantonese Dialect, but the work is a practically complete Thesaurus of the whole Written Language of China, aucient and modern, as used all over the Empire, whilst its introductory chapters serve the purposes of a philological guide

A Supplement, arranged for being bound of the Radicals, an Index, and a List of Sunames, is published and sold sparately. LANE, CRAWFORD & Co.

Hongkong, April 4, 1887.

DENTISTRY. FIRST CLASS WORKMANSHIP.

MODERATE FEES MR. WONG TAI-FONG, Surgeon Dentist.

FORMERLY ARTICLED APPRENTICEARD LAT-TERLY ASSISTANT TO DE. ROCERS.) AT the urgent request of his European A and American patients and friends, has TAKEN THE OFFICE formerly occupied by Dr. ROGERS.

No. 2. DUDDELL STREET.

CONSULTATION FREE Discount to missionaries and families. Sole Address 2. DUDDELL STREET, (Next to the New Oriental Bank.)

Hongkong, January 12, 1885.

VENTILATED PERSPIRATION-PROOF BANDS.

LANE, CRAWFORD & Co.

Hongkong, June 25, 1887.

· G O O. D 8. T ADIES' MACINTOSH COATS and MANTLES. UMBRELLAS and PARASOLS.

PICOT EDGE RIBBONS, all Colours. TUSSORE STRIPE DRESS MATERIALS. (CHEAP AND VERY EFFECTIVE.) NEW MILLINERY TRIMMINGS.

BLACK BEADED TABLIERS and DRESS TRIMMINGS. FIVE O'CLOCK TEA CLOTHS, TIFFIN CLOTHS, NEW FANCY WORK. VICTORIA EXCHANGE, June 30, 1887.

(TELEPHONE 21).

Tailors, Hatters, Shirtmakers & General Outstters QUEEN'S ROAD (OPPOSITE HONGKONG HOTEL). .

EX LATE. ARRIVALS.

OUR SPRING STOCK OF

CENTLEMEN'S SHIRTS and COLLARS, UNDERVESTS,

> : PANTS and HALF-HOSE, BOOTS and SHOES,

CHRISTY'S FELT, TERAI and STRAW HATS, UMBRELLAS,

Hongkong, April 6, 1887.

Victoria Elotel.

HANDKERCHIEFS, &c.

Praya and Queen's Road Central, Hongkong. THIS Extensive and well-appointed Establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the ontire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c , has recently been much enlarged and improved and is now one of the principal Horses in the place. The ROOMS are spacious, well ventilated and have just been refurnished in a most comfortable and handsome manner, suited to the requirements of the Far East. The Accommodation and Service of every kind will be found to be of the best description.

An ample and varied TABLE D'HOTE is always provided and served in the spacious, large DINING HALL. The HOTEL also contains handsome and comfortable Reception, READING, BILLIARD and SMOKING ROOMS.

The HOTEL is unsurpassed for comfort, convenience and quick service. Continental languages are spoken.

Messrs. DORABJEE & HING KEE. Proprietors.

Hongkong, September 16, 1885.

STAG HOTEL,

J. COOK, Proprietor.

THE HOTEL IS CENTRALLY SITUATED AND WITHIN A FEW MINUTES' WALK PROX THE PRINCIPAL LANDING PLACES. ACCOMMODATION FOR VISITORS. OHARGES MODERATE

TIFFIN at 1 o'Clock. DINNER at 1.30. WELL : VENTILATED BILLIARD ROOM. TIFFIN 50 CENTS. DINNER 75 CENTS. WINES, SPIRITS AND MALT LIQUORS OF THE VERY BEST QUALITY ONLY.

Intimations.

Hongkong, April 1, 1887.

IENDERS are Required for BUILDING CONDENSER, 1,200 foot Flurs and CHIMNEY 60 feet high at Tai Yu. Shan, for THE TAM CHOW & TAI YU SHAN MIN-ING COMPANY. Full Particulars, Plans and Specifications on application at On Tax INSURANCE OFFICE. Tenders will be Received up to Noop on the 10rm July.

Hongkong, June 23, 1887.

MASONIC CLUB, LIMITED. A PPLICATIONS for the Appointment A of SECRETARY to the above Club ONE Good ROOM suitable for are invited; to be addressed to the CHAIR. | OFFICE on the Ground Floor of our and used by itself, and containing a List MAN of the Board of Directors, No. 7, Offices, BANK BUILDINGS, with separate Oneen's Road Central.

> NOW READY. THE COMMERCIAL LAW AFFECT.

Hongkong, June 23, 1887.

ING CHINESE; with special reference to PARTNERSHIP REGISTRATION AND BANKBUPTCY LAWS IN HONOKONG. Copies may be had at the China Mail Office, and at Mesary, LANE, CRAWFORD &

Co. - Price. 75 cents. TO BE LET.

TO ISNEE VILLA'-PORPULUM. 'BEACONSFIELD' lately occupied by the Hongkong and Shanghai Banking Corroration. Possession from the first of July, when the Repairs will be completed. Apply to

BELLLIOS & Co. or to SHARP & Co., Estate Agents. Hongkong, June 4, 1887.

To Let. TO BE LET. VERY COMPORTABLE FURNISHED HOUSE, Commanding extensive Sea View, and very Cool in Summer.

Apply at THE HONGKONG DISPENSARY. Hongkonst, June 16, 1837.

TO BE LET.

Entrance. 1197 Possession 1st July.

> Apply to ADAMSON, BELL & Co. Hongkong, June 18, 1887.

TO LET. (With Barly Possession.) MHE DESIRABLE RESIDENCE GREENMOUNT,

Situated on the BONHAM ROAD. GILMAN & Co. Hougkong, March 17, 1887.

TO LET. S C (in dia.), 195/96=2 bales Cotton. DOOMS in 'COLLEGE CHAMBERS.'

DAVID SASSOON, SONS & Co. Hongkong, May 25, 1887.

Por Sale. FOR-SALE.

ULES MUMM & CHAMPAGNE, Dubos Frères & de Gernon & Co.'s

WHITE WINES. Baxtor's Colobrated Barley Bree! WHISKY, -\$71 per Case of 1 doz. GIBB, LIVINGSTON & Co. Hongkon; July 18, 1844

BORDEAUX CLARETS AND

FOR SALE.

CUPERIOR CASTOR OIL KWONG MOW TAI. 27, Bonham Strand. Hongkong, June 18, 1887.

FOR SALE. THE DUTCH STEAMER BATJAN, . 80 Tons Register, classed 100 A 1 in LLOYDS, and BUTLT in 1882.

ARNHOLD, KARBERG & Co., Hongkong, June 28, 1887.

For further Particulars, apply to

Notices to Consignees.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED. FROM CALCUTTA, PENANG AND

SINGAPORE. THE Company's S.S. Taisang, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Honoxong AND KOWLOON WHARF AND GODOWN Co., LD. at West Point, whence delivery may be

Cargo remaining undelivered after the 2nd July will be subject to rent. All Claims must be sent in before the 29th Instant or they will not be racognized. No Fire Insurance has been effected.

JARDINE, MATRESON & Co., General Managers. Hongkong, June 25, 1887.

FROM HAMBURG AND SINGAPORE. HE S.S. Thyra, Captain JACOBSEN, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and stored at their risk into the Godowns of the Undersigned, whence and/or from the Wharves or Boats delivery may be obtained. Cargo remaining undelivered after the 4th July will be subject to rent.

No Claims will be admitted after the Goods have left our Godowns. No Fire Insurance has been effected. Bills of Lading will be countersigned by

SIEMSSEN & Co., Agents. Hongkong, June 27, 1887. FROM HAMBURG, PENANG AND

SINGAPORE. I HE S.S. Cassandra, Capt. C. HAESLOOP, having arrived from the above Ports Consignees of Cargo are hereby requested to send in their Rills of Lading for counter signature by the Undersigned, and to take immediate delivery of their Goods from

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-Morrow, the 28th Instant. Any Cargo impoding her discharge will be landed into the Godowns of the Kow-LOON PIER AND GODOWN Co. and stored at Consignees' risk and expense. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd July July, at 3 p.m.

will be subject to rent. All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on the 4th July, at 11 a.m. No Fire Insurance has been effected. SIEMSSEN & Co..

Hongkong, June 27, 1887. CANADIAN PACIFIC STEAMSHIP LINE.

NOTICE TO CONSIGNEES.

BATAVIA, FROM GLASGOW LIVERPOOL, PENANG AND SINGAPORE

MONSIGNEES of Cargo are requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods from alongside the Steamer, Optional Cargo will be forwarded unless

Cargo impeding the discharge will be at once landed and stored at Consignees' risk and expense. All Claims against the Steamer must be sent in immediately. ADAMSON, BELL & Co.,

Agents. Hongkong, June 28, 1887.

COMPAGNIE DES MESSAGERIES MARITIMES. NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery, This Cargo has been landed and stored at their risk and expense. No Fire Insurance has been effected. Ex Indus and Anadyr.

Q T (in dix.), 971/75=2 cases Tobacco.

Hongkong, June 18, 1887;

G. DE CHAMPEAUX,

From London consigned to Order.

日十初月五年头 Shipping.

Steamers.

NETHERLANDS INDIA STEAM NAVIGATION COMPANY, LIMITE

SOURABAYA, VIA SAIGON AND SINGAPORE. The Co.'s Steamship Captain Scholten, will be despatched as above on FRIDAY, the 1st July, at 3 p.m.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Hongkong, June 28, 1887. STEAM TO YOKOHAMA, VIA NAGA-

(Passing through the INLAND SEA.) The P. & O. S. N. Co.'s Steamship will leave for the above places on FRIDAY, the 1st July, at 4 p.m. E. L. WOODIN,

SAKI AND KOBE.

Hongkong, June 20, 1887. INDO-OHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAL

P. & O. S. N. Cods Office,

Acting Superintendent.

(Taking Cargo and Passengers at through rates for OHEFOO, TIENTSIN, NEW-CHWANG, HANKOW and Ports on the YANGTSZE.) The Co.'s Steamship Captain Jackson, will be despatched as above or FRIDAY, the 1st July, at 4 p.m. For Freight or Passage, apply to

General Managers. Hongkong, June 28, 1887. DOUGLAS STEAMSHIP COMPANY, LIMITED.

Bills of Lading will be countersigned by FOR SWATOW, AMOY & FOOCHOW. The Co.'s Steamship Haiphong, Capt. S. Ashton, will be despatched for the above Perts on SATURDAY, the 2nd July, at

> For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers. Hougkong, June 29, 1887.

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED. FOR SINGAPORE, PENANG AND CALCUTTA.

'The Steamship Taisang,
Captain Davies, will be
despatched as above on SATURDAY, the 2nd July, at 3 p.m. This Steamer has superior First-class Accommodation, specially constructed to

meet the requirements of tropical climates. For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers. Hongkong, June 25, 1887.

FOR SWATOW, SINGAPORE AND BANGKOK THE SCOTTISH ORIENTAL STEAM

SHIP COMPANY, LIMITED. The Company's Steamer Phra Chula Chom Klav, Captain A. Benson, will be despatched for the above Ports on SATURDAY, the 2nd of

For Freight or Passage, apply to YUEN FAT HONG. Agents. Hongkong, June 29, 1887.

COMPANY, LIMITED. FOR MANILA VIA AMOY. The Co.'s Steamship Captain Talbor, will be despatched for the above Ports on SATURDAY, the 2nd July, at

THE CUINA & MANILA STEAMSHIP

For Freight or Passage, apply to RUSSELL & Co., General Managers. Hongkong, Juna 29, 1887. 1233

FOR BANGKOK (DIRECT.) notice to the contrary be given before Noon | THE SCOTTISH ORIENTAL STEAM-SHIP COMPANY, LIMITED.

The Company's Steamer

YUEN FAT HONG,

Taichiow,
Captain J. Newton, will
be despatched for the above Ports on SUNDAY, the 3rd of July, at Noon. For Freight or Passage, apply to

Agents. Hongkong, June 29, 1887. NOTICE,

MARITIMES. PAQUEBOT POSTE FRANCAIS, The Co.'s Steamship Melbourne,

Commandant DE LA MAR-

COMPAGNIE DES MESSAGERIES

for SHANGHAL shortly after her arrival from Europe. G. DE CHAMPEAUX, Hongkong, June 27, 1887,

PRICE, \$2 PER MONTH.

Shipping. Steamers.

NOTICE. FOR BATAVIA, SAMARANG AND MPAGNIE DES MESSAGERIES VUEBOT POSTE FRANCAIS. The Co.'s Steamship

Commandt. Bevilagua, KOB will be despatched for arrival YOKOHAMA shortly after the Mail Steamer from Europe. G. DE CHAMPEAUX, Tune at,

EASTER AND AUSTRALIAN STEALHIP COMPANY, MITED. FOR SYDNEY, MELBOURNE AND ADELAIDE, VIA FOOCTOW.

(Calling at PORT DARWIN, and taking through Cargo to NEW ZEALAND, TASMANIA, &c.) The Steamship Captain ELLIS, will be despatched for the above Ports on WEDNESDAY, the 6th July, at

Daylight. For Freight or Passage, apply to RUSSELL & Co... Hongkong, June 29, 1887.

STEAM TO BOMBAY VIA STRAITS. The P. & O. S. N. Co.'s Steamship will leave for the above places on THURSDAY, the 7th July, at

E. L. WOODIN.

Acting Superintendent. JARDINE, MATHESON & Co., P. & O. S. N. Co.'s Office, Hongkong, June 28, 1887. OCEAN STEAMSHIP COMPANY.

> FOR LONDON VIA SUEZ CANAL. . . The Co.'s Steamship Deucalion. Captain Asquire, will be despaiched as above on THURSDAY, the 7th July. For Freight or Passage, apply to

BUTTERFIELD & SWIRE Hongkong, June 29, 1887.

NAVIGAZIONE GENERALE ITALIANA (FLORIO & RUBITTING UNITED COMPANIES.) STEAM FOR

SINGAPORE, PENANG & BOMBAY, Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, (LEGHORN),

AND GENOA.

Also to MARSEILLES, all MEDITER-BANEAN, ADRIATIO, LEVANTINE and SOUTH AMERICAN PORTS, up to CALLAC. Taking Cargo at through rates to MADRAS, PERSIAN GULF and BAGDAD. The Co.'s Steamship will be despatched as above on the 7th July.

The Steamer has splendid Accommodation for Passengers and carries a Doctor and Stewardess, For further Particulars regarding Freight and Passage, apply to ...

CARLOWITZ & Co., Hongkong, June 28, 1887.

Sailing Vessels.

FOR SANDAKAN. The British Barque Billy Simpson,
Captain Bnown, will be despatched as above on WEDNES DAY NEXT, the 6th Proximo, at Daylight. . For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,

Hongkong, June 29, 1887. FOR HONOLULU, The 3/3 L.1.1. American Bar. quentine Mount Lebanon. NEISON, Master, will load here for the above Port, and will have quick

For Freight, apply to GONSALVES & Co. Hongkong, June 22, 1887. FOR SAN FRANCISCO.

GILL Master, will load here for the above Port, and will have quick despatch. For Freight, apply to GONSALVES & Co. Hongkong, June 22, 1887.

The 4 1 British Barque

E. J. Spence,

FOR NEW YORK The 3/3 L.1.1 British Barque Captain Bunge, will load here have quick despatch. For Freight, apply to

Hongkoug, May 31, 1887. 1043 FOR SAN FRANCISCO. The 3/3 L.1.1. American Ship Rowers, Master, will load here for the above Port, and will have quick despatch.

Hongkong, June 20, 1887.

RUSSELL & Co.

For Freight, apply to

STEMSSEN & Co.

lusurandes.

LANCASHIME INSURANCE TANTARA MA

TRIKE AND LIFE. Capron -- I'wo Millions Specialo.

Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on board Vussels and an Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be re. for their decision. If required, protection will be granted on Direkirk AND ANTWERP. first class Lives up to £1000 on a Single

For Rates of Premiums, forms of prof. 187, to Noon, the Company's S.S. posals or any other informs, forms of prof. 187, to Noon, the Company's S.S. posals or any other information, apply to RACUADBY, Commandant LARTICUE, ARYHOLD, KARBERG & Co. with MAILS, PASSENGERS, SPECIE, Agents, Hongkony d' Caston, and CARGO, will leave this Port for the Hougkong, January 4, 1867. Cargo and Specie will be registered for

THE LONDON ASSURANCE His Majesty King George The

A. D. 1720. HR Undersigned having bee prointed p.m. Specie and Parcels until 3 p.m. on Agents for the first for Acents for the above Copration are prepared to grant Insurances follows: Marine Departmet.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China and Australia. Fire Department. tellor long or short perious at

surrent rates. Life Department. Policies issued for sums not exceeding

£5.000 at reduced rates. HOLLIDAY, WISE & Co. Hongkong, July 25, 1872.

NORTH BRITISH & MERCANTILE INSURANCE. COMPANY.

fille Undersigned, Agents of the above Company, are authorized to Insure against FIRE at Current Rates. GILMAN & Co. Hongkong, January 1, 1882.

NOTICE. QUEEN FIRE INSURANCE COM-

PANY. FITHE Undersigned are prepared to accept Risks on First Class Godowns at

per cent. aet premium per annum. NORTON & Co., Agents. Hongkong, May 19, 1881.

Mails.

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND and carries a Doctor and Stewardess. SOUTH AMERICA, AND EUROPE,

VIA . THE OVERLAND RAILWAYS, ATLANTIC & OTHER CONNECTING

FILL Steamship GAELIC will despatched for San Francisco, via Yokohama, on TUESDAY, the 12th July, at 3 p.m. Connection being made at Yokokama,

STEAMERS.

with Steamers from Shanghai and Japan All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

RETURN PASSAGES. -- Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versu) within six months, will be allowed a discount of 20 % from Return Hare; if re-embarking within one year, an allowance of 10 % will be made from Raturn Fare. Pre-Paid Ro. turn Passage Orders, available for one year, will be issued at a Discount of 25 % from Return Fare. These allowances do not apply to Mr. ALEXANDER LEVY. to through fares from China and Japan to

Consular Invoices to accompany Cargo destined to ports beyond San Francisco, should be sent to the Company's Offices, addressed to the Collector of Customs, San and SPIRIT MERCHANTS, Shanghai. For further information as to Freight

or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central. C. D. HARMAN,

Hongkong, June 22, 1887.

CANADIAN PACIFIC LINE

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE, VIA

THE CANADIAN PACIFIC BAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship BATAVIA 1 2,553 Tons Register, PRICE, Commander, will be despatched for VAN. COUVER, B.O., vid KOBE and YOKO-HAMA, on TUESDAY, the 12th July, at

To be followed by S.S. ABYSSINIA on the 26th July, and S.S. PARTHIA, on the 19th August.

These steamers, formerly in the CUNARD. Service, lately received New Engines and Boilers, and can maintain a speed at sea of from 13 to 14 knots. Connection will be made at Yokohama with Steamers from Shanghai and Japan

Ports, and at Vancouver with San Francisco by the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY. The attention of through passengers drawn to the fact of the Canadian Pacific Railway being the best built and most splendidly equipped line ever constructed

on the American Continent, and specially adapted for Summer travelling. Consular Invoices for Goods to United States points should be made out in quadruplicate, and addressed to Mr. D. E.

5 p.m., same day; all Parcel Package should be marked to address in full; valu BROWN; District Freight Agent, Vancouver, of same is required. B.C., and sent to us. Freight will be received on board unti

4 p.m. on the 11th July: should be sent to the Company's Offices All Parcels must be sent to our Office and should be marked to address in full and the same will be received by us until 5 p.m. the day previous to sailing.

For information as to Passage or Freight, apply to ADAMSON, BELL & Co.,

Hongkong, June 28, 1887.

To-day's Advertisements.

SAGERIE

FRANCAIS.

BRE BATAVIA

NDICHERRY,

MADERATE SAID.

TALES, AND PORTS

CATL AND LA PLATA

STA PORTS.

London as well as for Marsoilies, and ac-

dopted in transit through Marsoilles for the

6th July, 1887. (Parcels are not

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR

SINGAPORE, COLOMBO, ADEN,

SUEZ PORT SAID. TRIESTE.

ANTWERP, BREMEN & HAMBURG

PORTS IN THE LEVANTE, BLACK

SEA & BALTIO PORTS;

LONDON, NEW YORK. BOSTON,

BALTIMORE, NEW ORLEANS,

GALVESTON & SOUTH AMERICAN

PORTS.

THE COMPANY'S STRAMERS WILL CALL

AT SOUTHAMPTON TO LAND PASSENGERS

AND LUGGAGE.

V. B. - Cargo can be taken on through Bills

ON THURSDAY the 7th day of July.

BRAUNSCHWEIG Captain STÖRMER

with MAILS, PASSENGERS, SPECIE

and CARGO, will leave this port as above,

Shipping Orders will be granted til.

Noon, Cargo will be received on board

p.m. on the 6th July. (Parcels are

not to be sent on board; they must be

left at the Agescy's Office). Contents and

The Steamer has splendid Accommodation

Not Responsible for Debts.

Aleither the Captain, the Agents, nor

my Debt contracted by the Officers or

Crew of the following Pessels, during

ALLIE Rows, Hawaiian brig, Captain J

Tobique, British ship, Captain S. Davis.

NOTICE.

THE AGENCY at this Port of Morses.

Shanghai, has This Day been Transferred

TX7ITH Reference to the above Naice,

of the BUSINESS at this Port of Mesers.

CALDHECK MACGREGOR & Co., WINE

U. S. MAIL LINE.

Jompany, No. 50A, Queen's Road Central.

O. D. HARMAN,

Hongkong, June 30, 1857

I have This Day assumed CHARGI

CALDBECK MACGREGOR & Co.

E. JONES HUGHES.

ALEXANDER LEVY.

their stay in Honghony Harbour:-

Owners will be Responsible for

MELCHERS & Co.,

Value of Packages are required.

Hongkorg, June 11, 1887.

Phillips. - Wieler & Co.

-Order.

For further Particulars, apply to

until 4 p.m., Specie and Parcels until

calling at GENOA

of Lading for the principal places in

1887, at 4 p.m., the Company's 8.S.

BRINDISL, GENOA,

G. DE CHAMPEAUX,

principal places of Europe.

the Agency's Office.)

Company's Office.

Hongkong, June 24, 1887.

COMPA

FTA, ADEN, SUEZ, tendered to LUCY FRASER MISS MAY MELVILLE.

GRANDPA'S BIRTHDAY.

in which several well-known Local Amateurs will ap ear. To conclude with the funniest of all Irish Comedies.

'IRISH JUSTICE' The Look out for Particulars of Programme on Friday.

PIANOS kindly lent by Mossis. LANE. to be sent on board; they meen be left at CRAWFORD & Co.

Contents and value of Packages are re-For further, particulars, apply at the W. G. ALLEY.

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY. (Taking Cargo & Passengers at through rate for NINGPO, CHEFOO, NEW-CHWANG, TIENTSIN, HANKOW and Ports on the YANGTSZE.)

A chilles. THURSDAY, the 7th July. For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

ARRIVALS. June 29, 1887 :--

Cockehnfer, British gumboat, from Canton Decima, Gorman steamer, 965, P. Oestmann. Bangkok June 23, Rice and General. —Siemssen & Co.

-ADAMSON, BELL & Co. Limbardy, British steamer, 1,726, G. C. Brookes, Nagasuki June 24, Coal .- P. & U. S. N. Co.

Boutam, Dutch steamer, 1,434, S. C. Schultz, Amoy June 29, General, - JAB-DINE, MATHESON & CO.

DEPARTURES. MAILS will close :-June 30 :-

Tientsin, for Whampon. Dardanus, for Singapore and London. Hampshire, for Kobo and Yokohama. Malea, for Sbanghai. A moy, for Shanghai. Strathleren, for Bangkok. day, the 2nd July. City of Rio de Janeire, for San Francisco. Glenorchy, for Singapore and London. кок. — Venetia, for Singapore and Bombay.

Independent, for Newchwang. Alwine, for Holhow. Souchow, for Hoihow.

Ancona, for Europe.

PASSENGERS. ARRIVED

Per Pecima, from Bangkok, 60 Chinese. Per Vreyhound, from Hoihow, 15 Chinese. Per dendem, from Amoy, 200 Chinese. DEPARTED.

Per Malua, for Shanghai; from Hongkong, H.E. T. de S. Roza, Secretary, Interpreter, Clerk and 2 Attendants, Messrs Jaz. Whittall and T. Rushmore, and Dr. Gabriel ; from Brindisi, Mr A. Bury ; from Bombay, Mr A. S. Raphael; from Penang, For STRAITS & BOMBAY .-Mesars G. McBain and J. Riach. Per Aucona, from Hongkong : for Singa-

pore, Messa A. Snodgrass, S. Dolutram and Law Wing Foong, and Mrs Ng Shee; for London, Mr and Mrs Sheridan, Mr and MAILS BY THE FRENCH PACKET. -Tivey and Morgan. From Shanghai : for Bombay, Mr and Mrs Greenwood and family ; for Venice, Mr Pordon. Per City of Rio de Janeiro, for Yokohama, Mr and Mrs Tarbet and infant; for San Francisco, 100 Chinese; for Liverpool, Mr Clement Palmer.

Per Hampshire, for Kobe, 2 Japanese, and 1 child; for Yokohama, 6 Japanese. Per Strothleven; for Bangkok, 3 Chinese. Por Glewrchy, for Singapore, 3 Europeans 149 Chinese. Per Venetia, for Singapore, 391 Chinese. Per Durdinus, for Singapore, 6 Europeans, and 12 Chinese. Per Amoy, for Shanghai, 4 Europeans,

and 50 Chinese. TO DEPART. Per Independent, for Newchwang, 8 Chi-Per Alwine, for Hoihow, 70 Chinese.

Per Sookow, for Hoihow, 50 Chinese. SHIPPING REPORTS

The British steamer Greyhound reports: On the 29th inst., spoke steamer Dragon, from Hongkong, bound Haiphong, 1 days out, 25 miles East, of Hainan Straits, all The Dutch steamer Bantom reports: Had S. W. breszes, fine weather, but hazy.

POST OFFICE NOTICES. MAILS will close:-

For SAIG IN, SING APORE, BATAVIA, SAMARANG & SUURABAYA.-Per Bantam, at 2.30 p.m., on Friday, the 1st July.

the lar July. For NAGASAKI, KOBE & YOKOHAMA. POST OFFICE NOTICES.

W.

MEMOS. FOR TO-MORROW.

4 p.m.—Kutsam leaves for Shanghai.

General Memoranda.

9 p.m.-Meeting of Zetland Lodge.

9 p.m. -Performance at the City Hall.

A. S. WATSON & Co.,

LIMITED.

FRUIT CORDIALS:

CHERRY, PINE APPLE, DAMSON,

ACIDULATED LINE FRUIT TABLETS.

Mawson & Swen's New Patent

PRICKLY HEAT LOTION.

BAY RUM, TOILET VINEGAR,

A. S. WATSON & Co., LAD.

ESTATINHED 1841.

Hongkong, June 13, 1887.

al 7.25 p.m.

ORLIANS PLUM.

SATURDAY, July 2:--

this date subject to rent.

Shipping.

For HAIPHONG .-Por Marie, at a p.m., on Friday, the 1st For SWATOW, AMOY AND FOOCHOW. Per Haiphong, at 11.30 a.m., on Satur-

For SWATOW SINGAPORE & BANG-Per Phra Chule Chom Klao, at 2.30 p.m., on Saturday, the 2nd July. FOR STRAITS AND CALCUTTA-Per Tuisang; at 2 30 p.m., on Saturday,

the 2nd July. For AMOY & MANILA -Per Zafiro, at 3.30 p.m., on Saturday, the 2nd July. For BANGKOK .--

Per Taichiow, at 9 a.m., on Sunday, the 3rd July. For FOOCHOW, PORT DARWIN, SYD-NEY, MELBOURNE, ADELAIDE, &c. &c.-Per Airlie, at 5 p.m., on Tuesday, the

5th July. For SANDAKAN.-Per British barque Billy Simpson, at 5 p.m., on Tuesday, the 6th July.

Per Zambesi, at 3.30 p.m., on Thursday,

the 7th July. Mrs Pollock, Messrs F. Johnson, Dunbar, The French Contract Packet Iraouaddy will be despatched on THURSDAY, the 7th July, with Mails for the

United Kingdom, Europe, and places bayond, via Naples; to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, the Australasian Colonies, Pondichéry, Madras, Calcutta, Aden, Mauritius, Egypt, Malta, and Gibraltar. The usual hours will be observed in closing the Mails, dc.

MAILS BY THE GERMAN PACKET.-The German Contract Packet Braunschweig will be despatched on THURSDAY, the 7th July, with Mails for the United Kingdom, Europe and countries beyond, vid Brindisi; to the Straits Settlements, Batavia, Burmah,

Ceylon, India, Aden, Egypt, Malta, Gibraltar, &c., &c. The hours observed in closing the Mails, &c. will be the same as in the case of the British Packet. Correspondence should be marked PER GERMAN MAIL, or with the name of the

> but it was rejected. HOURS OF CLOSING

THE ENGLISH MAIL The following hours are observed in closing PASSED SUEZ CANAL. Mails, &c., by the British Contract Packet :-Day of Departure,-Noon, -Money Order Office closes.

2 P.M.-Registry of Letters ceases. Laertes, 28. Posting of all printed matter and natterns ceases. P.M. - Mail closed, except for Late 24; Electra, Illysses, 28. 3.10 P.M. - Letters may be posted with

Late Fee of 10 cents until 3.30 P.M. - Whon the Post Office closes 3.40 P.M. -- Late Letters may be posted on board the packet with Late Fee of 10 cents until time of the 1st July. departure.

> Thursday, the 30th June, at 9 a.m., Thursday, the 7th July. This Packet brings replies to letters despatched from Hongkong on April 22.

The Navagaziono Generale Italiana Co.'s steamer Bingno, left Singapore for this port on the 25th June, and may be expected to arrive on or about the lat

about the bih July. THE steamer Greyhound reports having |-i.e., on the twenty-sixth day from Hongpassed the Dragen, from Hongkong bound | kong. This is the lastest time in which any

Straits, on 20thinstant; all well. MESSES Butterfeld & Swire inform us that the O. S. S. Co.'s steamer Achilles, from Liverpool, left Singapore yesterday after-

vernment Civil Hospital.

WE would draw attention to an advertisament in another column with reference to a ing that it, is, for all practical purposes, complimentary benefit that is to be given | void. It is a well-settled principle that on Saturday evening to Miss Lucy Fraser every charge on the subject must be imand Miss May Melville, who were two posed by clear unambiguous words; all popular members of Mr Sheridan's Fun on Revenue Acts, it is well known are to be the Bristol Company now dissolved. The construed strictly with reference to the programme includes an item new to Hong- rights of the subject, and Courts of Law kong, 'Grandp's birthday, besides a musical will not apply revenue laws to cases unless ally olio in which several local amateurs will they come strictly within the very letter of appear, and the comedietta ' Irish Justice. the law. We trust that, in spite of the hot weather. there will be a large house.

Agency has had to compy temporary offices near Pottinger Wharl, the Company's assistants have had to use the Pottinger Street 3 p.m. - Bantam leaves for Batavia, &c. Wharf for landing passengers, mails, etc., 4 p.m.—Thibet leaves for Nagasaki, &c. and for despatching the same. For this purpose it was necessary to get the steamlauuch Mongside the wharf, and the greatest difficulty was frequently experienced in do-Goods per Tayang undelivered after ing so, owing to the block caused by boats and junks. To keep a clear space for the steam-launch, it was found necessary to keep her alongside the wharf when not in actual use; but this was at once objected to by a European constable, and a summons against the Company was the result. SUMMER REQUISITES The summons was heard this morning, Mr. Edward Osborne being defendant - Mr LIME JUICE, RASPBERRY, STRAWBERRY, Wilson (of Messis Wotton and Deacon's) appearing as solicitor for the Company. It was pleaded that the business of the Company-much of which was of a public na-MONTSERRAT LIME FRUIT JUICE. ture-could not be conducted owing to the crowds of boats which shut out the approaches to the wharf But Mr Mackean WATER FILTERS. fined the defendant Company in the sum of \$5; which means, we suppose, that the native boatmen will have it all their own way. When these somewhat noisy and 'CARBOLIC' EAU DE COLOGNE. quarrelsome native boatmen crowd up the wharf, hustle each other, and get up fights, THE HONGKONG DISPENSARY little or no notice is taken of them. But when a Company like the P. & O., which really ought to have special privileges accorded to them-if not the privileges ac-The publication of this issue commenced corded to men-of-war-and certainly should command some special consideration at the present time, until their new offices and wharf are built, are guilty of a technical breach of the Regulations, then the Police are well up in the performance of their du-

HONORONG, THURSDAY, JUNE 30, 1887.

The China Mail.

TELEGRAMS.

[SUPPLIED TO THE 'CRINA MAIL.'] (Via Southern Line.)

THE ORIMES ACT.

LONDON, 28th June, Mr John Morley has introduced a motion to limit the Crimes Act to three years,

LOCAL AND GENERAL.

OUTWARD BOUND :- Haiten, May 3; Orion, 27 : Euphrales. Toonan, June 3 ; Glenearn, 7; Aitenor, Cardiganshire, Nestor, Polylymnia, 14; Presesson, Thisbs, 17: Elcktra Glenroy, 24; Ava, Hector, IOMEWARD BOUND :- Glenfalloch Polamed

May 17; Onetes, 31; Medusa, June 3; Glaucus, Glenogle, Hesperia, Orestes, THE O. & O. S. S. Co.'s steamer Gaelic,

with the AMERICAN MAIL of June 4. was to leave Yokohama on Saturday, the 25th June, at daylight, and may be expected here on or about Friday, The steamship Melbourne, with the FRENOR

The O. S. S. Co.'s steamer Achilles, from Liverpool, left Singapore on the 29th

to Haiphong, 25 miles east of Haipan

noon, and is due here on the 5th July.

April 22.

Last night Constable McIntosh (No 81) met with a rather serious accident. He was returning from duty at 6 p.m., with his belt to which his revolver was attached slung over his shoulder, when by some means or other he let his belt drop. The concussion camed the pistol to go off and the bullet lodged in his left thigh. Assistance was immediately procured for the wounded man and he was taken to the Go-

MR MACKEAN, the sitting Police Magis- directed to estimate the gross annual rent trate, gave a decision this murning in a case at which the rateable tenements may be which appears to press somewhat harshly expected to let for the ensuing year, upon European merchants here. The whereas the right of appeal to the Supreme crowding of Chinese boats at the wharves Court is in respect of a rating beyond the and along the Praya is such that steam- full and fair annual value. Neither gross launches now have quite enough to do to annual rent' nor 'full and fair annual value' avoid collision, and can barely succoed in are defined by the Ordidance, nor is there using the smiller wharves, the Peddar's any apparent connection between one and Wharf being fertunately capacious enough the other. But where the vital essence of to prevent frequent deadlocks. As the P. | the Ordinance falls is in the imposition of & O. Wharf tour the Contral Market has the rate. The rates are fixed by the Orbeen sold to Covernment, and the P. &. O. | dinance for Victoria (other parts of the Co-

tv. There seems to be a good deal of inconsistency about this sharp procedure, and we believe that it requires only to be mentioned to prevent any further annoyance and injustice.

this port yesterday afternoon, to the effect that the American ship Mary Le Stone, reported badly ashere on a bank or reef in the Mindoro Straits, had got off, and arrived in Manila leaking slightly. It was believed she would probably come to Hongkong for repairs.

-A TYPHOON ALARM. We have been favoured by the Spanish Consul with the following telegram, just

Governor General, Manila, to Spanish Consul, Honglong, and Captain of the Port, Macao : 'A typhoon is riging in the China Sea,

ravel towards the W.N.W. As is frequently the case, the direction here indicated points to Hongkong. In most cases, however, these atorms deflect one way or another, and therefore the and may be expected here on or about | chances are that we shall hear little more about it. The extreme heat, at the same time, presages a burst of some sort, or a

A telegram was received here yesterday, stating that the English mail which left Hongkong on the 2nd inst. for London by June, and may be expected here on or the P. & O. steamer Rossita (Capt. Brady) was delivered in London on the 28th inst. mail has been landed in London from this Colony, and it is two days ahead of the best record of the Messageries steamers. The incident merely shows that when, as in the case of the Rosetia's tea-freight of £3.10, acceleration pays the Company, the P. & O. possess the steamers equal to any THE M. M. Ou's steamer Melbourne, with special effort. In fact, the speed is merely the French Mail of June 3, left Singapore a matter of cost, and the P. & O. Company on Thursday, the 30th June, at 9 a.m., and | certainly have the vessels which can go at may be expected here on or about Thursday, a very high rate of speed when it is deemed the 7th July. This Packet brings replies | desirable. As wementioned in last night's to letters despatched from Hongkong on issue, the French Mail hence on 26th May per Saghalien was delivered in London on the same day as that of the 2nd June per Resetta. Judging by the Rosetta's run to Port Said, we shall not be surprised if she should reach Plymouth 32 days from Hong-

> To-morrow, the valuation of Victoria, under the new Rating Ordinance, is supposed to come into operation. We say supposed, advisedly, because the Ordinance is so inconsistent and ambiguous in vital points, that we have no hesitation in say-

One bungling inconsistency in the present Rating Ordinance, as in some of the former Ordinances, is that the Valuer is

Agents. Houghong, June 30, 1867. CITY HALL.

SATURDAY. the 2nd July, 1887. GRAND COMPLIMENTARY BEFFIT

on which occasion will be produced for the FIRST TIME IN HONGKONS, HAVRE, HORDEAUX.

Part 2nd. MUSICAL OLIO.

Shipping Orders will be granted qual Cargo will be received on board until 4 Signor A. CATTANEO. - Musical Director.

> Box Plan now open at Messrs. LANE, CRAWFORD & Co.'s.

Business Manager. Hongkong, June 30, 1887.

The Co.'s Steamship Capt. Anderson, will be lespetched as above on

Hongkong, June 30, 1887.

SHIPPING

June 30 :--Grenhound, British steamer, 227, Geo. Wright, Hoibow June 29, General & Pigs.

Kutsang, British steamer, from Wham-

For SHANGHAL-Per Kuisang. at 3.30 p.m., on Friday,

Per Thiret, at 3.30 p.m., on Friday, the 1st July.

Destination.	Vesse's.	Capain.	Agents.	I ate of Leaving.
Bangkok	Taithiow (s)	J. Newton.	Yuen Fat Hong.	July 3, at noon.
Physical Phy	Bankam (c)	CONTROL MEDICAL CONTROL OF THE CONTR	The straining and the straining of the straining straini	die eine de met en fine anne
1 0	Constant on harmon (d)	STATE OF THE PARTY	. THE COURSE AND THE ACCOUNT	COURSE & 4 CRAIL Provides
Implalacione	Port plonns Lebanon	Rankona	Gonsilves & Co	Onick dematch
cobe and Yokohama	Polga (8)	Agenith	Butterfield & Swire	July 7.
soudon, vin Suez Canal	J. See (a)	Talbot	Russell & Co	July 2, at 4 p.m.
landa, via Amoy	I lien models (m)		"ITAT GOOD DETON THAT I TATTLE CO ITAL	to circle at 5 men secondari
F 112 CH . V.	112 con company deri		. I . J. L. I. I. III I. L. I. L. L. U	I CO CALL D I O
Maraeilles, Genoa, &c.	and a Photo in the Col		P. & U. D. N. UO.	PO CHEN TO STANK home
	7 A A A A A A A A A A A A A A A A A A A		. LINE SEE SEE STATE SEE SEE CONTRACTOR SEE SEE SEE SEE SEE SEE SEE SEE SEE SE	I WAS A SALE MAN AND A PROPERTY OF THE PARTY
N The State of the	an Car Ha (a)		. U. Q.U. D. D. Current	to make which become
to Valenciana mia Valentara	on City of Night Vivel (A)		TERCHIC HEALT IS. IS. COMMISSION	SA CITA WART BE OF BARRIES
Your Daymaines	Higher Admira	A ILOWELL A SULL SECTION AND A	. Letternit on secondaria and account to the second	A didne of chalangers
	The fire and the second	78 4 2 1 1	. Gonsalves & Co.	Quick despatch.
7 7 1	I LEGAL I MAR TON TROPIA SET		A CONTRACTOR AND A SELECTION OF THE PROPERTY O	July 6, at dayinght
2h awahar	Kutaang (8)	BARRAGE OF SICK SCHILL STREET, SAN AREA CO. II	CANTERING TERMINARIES OF ANISHES	in eral wit cen a former
The are chari	Mai best 1930 (Black of the contraction	OB IR MINICELIATION	": INTERIOR DATED THYOU FORTH CONTROL OF THE PROPERTY OF THE P	Sitton desparant
Shanghai, via Amov	Achilles (s)	Anderson	Butterfield & Swire	

SHARE LIST. -QUOTATIONS.

Swatow, Amoy and Foschow. Haiphong (s) Ashton Douglas Lapraik & Co...... July 2, at noon.

Swatow, Singapore and Bangkok Phra Chula Chom Klao (a) ... A. Benson.....

Sydney and Melbourne, &c Airlie (s)..... Ellis.....

JUNE 29, 1887.

Yuen Fat Hong......July 2, at 3 p.m.

Russell & Co......July 6, at daylight

-1	U. S. MAIL LINE.							440		-
5	PACIFIC MAIL STEAMSHIP COMPANY.	Stocks.	Nos. of Shares	Falue.	Paid- up.	Position PEB Hoserve.	Balancec. f ward	Last Dividend	Closing Qualations, Cash,	
5	THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUGHING AT YOROHAMA, AND SAN FRANCISCO.	BANKS. Longkong and Shanghai Bank Corp.	60,000	\$ 124	иII	\$ 4,500,000	\$ 25,313.43 at working a/s	30/ for \(\frac{1}{2} \) year to Dec. \(\frac{31}{86} \)	140 % prom., buyers	•
	THE U. S. Mail Steamship CITY OF	North-China In orrance Co., Ld	5,000	ĝ. g.s	£ 50	Tls. 100,000	Tls. 406,139.00	Tls. 23.65 for 1886	fle. 260, seller	4
	NEW YORK will be despatched	Yangtazo Insurance Company, Ld. A.	1 man		all	£- 50,000	Tls. 3,059.76	7 % for 1886	Pls. 107	
ľ	for San Francisco, via Yokohania, on	Union Insurance Sperety Co., Id	10,000	5 25	_		8 314,012.96	\$61 p sh. /85	83 per share, sales and selle	er
	SATURDAY, the 23rd July, at 3 p.m.,	Jaina Traders' insurance Co., ld	31,000	5 DO**)			3 187.0240	20 % P annum	166 11 huyers	1
	taking Passengers and Freight for Japan, the United States, and Europe.	Dancon Insurance Office Co., Ld	10,000	2:11-			3 195 771 99	10 % for 1886	\$225 per share, sellers	
	Through Bills of Lading assued for trans-	Uhmas Insurance Co., Limited	1,000	1,000 3 25:	3 250 3 50		328.567.46	\$:7.60 for '85	\$38) buyers	
j	portation to Yokohama and other Japan	Hongkong Fire Insurance Co., Ld	20,000	3 161	20			\$ 6 for 1885	79 n buyers	1
1-	Ports, to San Francisco, to Atlantic and	Singapore Insurance Company, Ld.	40,000	100			A THAN		\$19, sellers	1 -
-	fuland Cities of the United States, val Over-	The Straits Fire Insurance Co., Ld.	2 ,0 0	100	7 .		\$ 7,713,40		\$16, sales	÷.
t	land Railways, to Havana, Trinidad; and	The Straits Insurance Co., Ld			\$ 2	\$ 200,000	\$ 75,832.52	•••	\$30, nominal	1
	Demerara, and to ports in Mexico, Contral									*
١,	and South America, by the Company's and connecting Steamers.	CRAMBOAT COMPARTES.	10 000	. 2	-nf	\$. *30,000	a THATA	6 % half you	98. buyers	
1 ".	Through Passage Tickets granted to	HK. C. and M. steamboat Co., Ld.	40.400		all {	\$ +170,000	1. 3.4		\$48 per share, nominal	3
	England, France, and Germany by all	Douglas Steamship Co., Limited				\$ 127,320	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0 /		
d	trans-Atlantic lines of Stoamers.	Into Cama S. N. Company, Limited	118,387	E . I	E It	13	£ 4,387.5.9	7 % for 1885	10 % dis., sellers	4
of	RETURN PASSAGES Passengera, who	60,000 ahares issued	31,212	5 10.	all			None	40 discount	
	have paid full fare, re-embarking at San	CAMB AND MARTIN S. D. Co., Du.	0,000	10	4	1 1				15
18	Francisco for China or Japan (or vice versu) within six months, will be allowed a discount		379	1811	1	2				- 1
m	of 20 % from Return Fare; if re-embarking	Hkong & Whampos Dock Co., Ld	12,500	\$ 125	all		8 4,260.12	16 % for 1880	76, sales	
D~	within one year, an allowance of 10 % will	IK, and China Gas Co., Limited.	3, 100	E 10	all	£ 9,177.3	£ 1.527.3.11	10 % and 2 %	el30 per share, buyers, fu	Ш
10	be made from Return Fare. Pre-Paid Re-	New Shares	1,90:	3	£ 7.10	2,111				1
in	turn Passage Ordors, available for one year,	Hongkong Hotel Company, Lt	3,000	}- L0:	all		\$ 1,321.41	S6 half year June 30 1886	\$200 n nominal	-
ic	will be issued at a Discount of 25 % from	3,000 alm. isnued	91 4	1	all		9 13 74.55	12 for 1886	\$133 " bayers	
st	Return Fare. These allow traces do not appro-	China Sagar Company, Limited Hongkong Ice Company, Limited	5,000	\$ 1.0- \$ 25		g 30,00r		12 % for 1866	150 0	
be	to through fares from China and Japan to Europe.	tlongkong Bakary Company, Id.			all	8 6,000	514.58	1 % for 1880	\$110 - " er div., nomi	П
ly	Freight will be received on board intil 4				all	614	\$ \$29,300.10		/63 H	
3	p.m. the day previous to sailing. Parcel	Perak Sugar Cultivation Co		TL 50	all	211	30.00	None	Tle, 18 n	4,4
ea.	Packages will be received at the office until	Perak Tin Minung & String Co	5,000	a ot	all	oft.	****	None	\$ 30 "	
E.	5 p.m. same day; all Parcel Packages	Punjom & Sunghie Dua Samutan	10,000	8 10	all	414	411	None .	\$13½, buyers	
ř.	should be marked to address in full; value	HK. & Kow. Wharf & Godown Co	17 000	8 100	all			None	\$139, sales	
	of same is required.		3,000	\$ 1 fil		414		7 /	\$40 per share, nominal	
til	Consular Invoices to accompany Cargo destined to ports beyond San Francisco	A. S. Watson & Co., Limited			1	8 5,000	2,730.0	9 13 % for 188	60 % prem., buyers	
. 4	should be sent to the Contratty's Offices in	HK. High-Level Transways Co., Ld			5- 50			414	12 % prem.	
ce	Sealed Envelopes, addressed to the Collector		1.5		1		200	A The second		1
L j	of Customs at San Francisco.	LOANS.	10.			Rates of Int	Payab		0 0/ 2000	
	For further information as to Passage	Chinese Imperial 1884 B.				8%	June16&Dec.1	141	6 % prem.	
12.	and Freight, apply to the Agency of the	1884 C	3189	\$ 500 ምታበብ በፀ	all Ti 250	8%	March & Sent	2 4 3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	5 % prem.	
	THE REPORT OF THE PARTY OF THE	TOTAL TO A CONTRACT OF THE PARTY OF THE PART		NO E- I N			The second value of the second	191		

Chinese Imp. (Ch. Bank Loan) 1885 * Equalisation of Dividend Fund.

† Depreciation and Insurance Fund.

1 At debih

March & Sept.

Jan. 18

THE MARY L. STONE.

change in the weather of some kind. A QUICK RUN.

between lat, 12' and 14" N. It seems to

We understand that intelligence reached

THE RATING LAWS OF THE

part of the Ordinance, so far as it can be construed grammatically, would seem to point to the levying of the rates upon the capital value of ouch separate tenement, being powerless to lovy either on the full annual value, the Ordinance is, for the uscloss. A new Ordinance must be passed. and it will be well to trace the origin of the

be determined either by the Chief Justice alone or by a Special Jury of three, but no method was prescribed of fixing the meaning of ! annual value.

This Ordinance lasted for six years without amendment, when an Amending Ordinance was pussed (3 of 1851), which provided for notice of appeal to be given to the assessors within fifteen days after the completion of the valuation, and a further period of fifteen days for the assessors to reduce the valuation or not as they thought it; and then for an appeal to the Chief Justice and Jury as provided by Ordinance 2 of 1845. This Amending Ordinance also fixed the mode of appeal by summons to. be issued by the Regutrar of the Supreme

viding for the levy of a further rate to be the provisions of the Ordinances 2 of 1845 every beneficial clause originally inserted by Chinese and the third mate's boat also had and the boat's crew had a little rest we went ment, levy and appeal, were to extend and apply to the Lighting Rate.

Than, it 1860, followed the Water Rate. the provisions for rasing which were first onacted by Ordinanci 12 of 1800. This Ordinance directed the levy half-yearly on the Crown Lessass of Tictaria fercent the two extreme eastern districts) of a rate to in this Ordinance, that the expression gross annual value' is firs used in the Rating Ordinance, and the moner in which the word 'gross' is insinuate into the expression so as to give an imroper expansion to the meaning of famual value reflect much credit upon thelegislators of the Colony for the year 1860.

In June 1863, another Olinance was passed for the better assessin and collectdirected to be made upon a stimate of the gross annual rent at whit every tenement might reasonably be ejected to let from year to year : such valuion was to be open for inspection for fourteedays, and an appeal was allowed to the Cou of Summary Jurisdiction within fourteen lys after the publication of such list, seve days notice being given to the Valuat before the hearing of the appeals, one the grounds allowed for appeal being that ch valuation placed the appellant's ratege, tanament definition of the expressions gross annual rent' or 'full and fair annual gue' is given. After the expiration of the he fixed for appeal the Governor in Counciwas empow- | the Haiphong. ered to assess or rate upon theressamount of the valuation, but so tit the rate should not in any one year |ceed a rate equal to the expenses of the Police establishment for such year so f as related to the Police assessment, or I per cent, so far as related to the Lightin assument. The occupiers of over twelvehonths were alone liable for these rates and for tenements let from year to ye the owners were to be equally liable wil the occupi-

12 of 1875. In this Ordince the Valustors were directed to the the valustion by estimating the ross annual rent at which each tenement ight reasonably be expected to let forthe ensuing year (instead of from year to a-). The valuation list was to be en topublic inspection at the Colonial Tasury during Office hours for fourteen ds, of which notice should be previously iven in the Gazette, and any person aggried had power to appeal to the Supreme Cot in its aumdays after the last day on with the value tion list should be open f inspection.

All the ordinances meioned above

posed to be amended by Ginance No.

were in 1875 consolidate and

In 1856, however, the Joleny had so far present Ordinance, but if it is a specimen to the Lammocks Island. The fishing went to the ship. On the way back I met advanced as to require the lighting of its of the manner in which the Ordinances boat took me and the firemen to the Captain in the second mate's boat. He streets by the Government, when an Or. have been amended by the Law Revision Lammocks Island. There I met the said he was going back to see what he Committee, we would suggest that it would second officer, and he and I with four men could do. I arrived at the light-house be in the interests of the public that the so- went back to the steamer. Some of the about 2 o'clock in the morning. The lightcalled the Lighting Rate, and estimated at called amended Ordinances should be re- Chinese were put into fishing boats and keeper gave us dry clothes and was very 12 per cent. spon the gross amount of the pealed at once and replaced by those which taken to Swatow. The European crew and kind to us. About two hours after the property included in the Police Rate as- are supposed to have been revised by the 7 Chinese were landed at the Lammock Captain came back. He told me the after sessment for the then current year; and all addition of error and the elimination of Island. The first mate brought some end of the ship was under water. After I

CORRESPONDENCE

VITAL STATISTICS. To the Editor of the 'CHINA MAIL.'

8 th June 1887.

orphanages, is nearer 20 per thousand. which had been used since 845 does not | crease in the European Death Rate here 1 Yours faithfully,

cussion of the accuracy or otherwise of vital there about 11 a.m. on the 28th and re- mate. He told me to take a four point bearstatistics. Probably Mr Granville Sharp ported to the Consul. He took charge of ing of the Lammock light and to keep a good This Ordinance bears evidece of hasty will oblige our correspodent 'A. B' with a my crew and sent them to Hongkong but look out for the red light in case it should botshing, for, although is title to satisfactory reply. Sanitation is what we I remained in Swatow. The agents before be seen. A man named Snell was on the the residents of Tokyo towards the Coast the really want, not statistics. The figures, I arrived had made an agreement with look-out forward at eight o'clock. Two Defence Fund, up to the 15th instant, Police and Lighting Rates, clause was however, which we gave in last night's one of the Swatow pilots for \$50. I minutes after I went on deck at eight amounted to five hundred and seven thouinserted towards the end to take its ways issue for London and seven other cities are remained in Swatow and did not go o'clock the white light was on the four sand yen.

THE LOSS OF THE 'BENLEDI.'

MARINE COURT OF ENQUIRY. A Marine Court was held this afternoon not being able to see or hear, prevented mo not see it so soon: I was looking through Light Company in America, and Mr Fujito enquire into the loss of the S. S. Benledi on the Boat Rocks near Lammocks Light was gone. on the 18th inst. The Court consisted of the Hon. H. G. Thomsell, R.N., Harbour Master, President; and Staff-Commander beyond its full and fair anni value. No John A. Buckner, R.N., Captain W. D. Ellis, of the Airlie; and Captain Ashton, of

> Hon. H. G. Thomsett read the following letter which had been received from Captain J. L. Riddock of the Benledi :-

Hongkong, June 27th. Sir,-I have the honour to inform you of the loss, on the 18th instant, of the British S. S. Benledi of Leith, registered tonnage 1000, official number 65,767, on the Boat Rocks, she being at the time under my command, bound from Swatow to Chefoo. I shall thank you to obedient servant,

J. LAWSON RIDDOCK. the Hon. H. G. Thomsett, R. N. Harbour Master, Hongkong,

He also read the warrant from the Governor appointing the members of the Court. The following witnesses were then examined !-

a master mariners; the number of my cer- impossible to be quite sure of one's position my coming, my caum was in the smoon, tificate is 06200; I obtained it at Dundee in that locality—was a very risky thing. aft, on the lower deck. The Captain's hunting-fleet, consisting of a flag-ship, and thorough search made by a competent commary Jurisdiction not later an fourteen ber. Her tonnage is 1000 and her engines off. are 160 hp. I had a European crew, three mates, four engineers, a carpenter, boat- Captains that the light was seen at 10 miles other officers had been there they National Assembly have been decided to be capital there are prodigious atores of the and hundredths. Then, the time for appeals hing expired, swain, seven A. Be, 9 firemen, two stewards, distance. Then, the time for appeals tying expired, swain, seven A.Bs, 9 firemen, two stewards, distance.

the Governor was empowerto make an and one sook. I left Swatow on the 18th Capt. Thomsett You lost two minutes things also: I was on board 25 minutes ground in the vicinity of the proposed site ready for use, and waiting for the coming Fabrenheit. the Governor was empower to make an and one sook. I left Swatow on the 18th Uapt. Thomsett—You lost two minutes are ground in the years and inst., with 3,000 odd bags of sugars, bound valuable time after you saw this light. There were none belonging have been purchased by the government, time when China will enter into her new the light in the chief envineer and the AB who was appropried for the coming of three million yet is to be stage of development and expansion. Rolice, Lighting, Water and ire Engage for Chefco. The weather was fine and lou should have attended to what the book there was a light breeze from the S.S.E. says. It says the light is seen within 7 The chief engineer and the AB who was appropriated for that purpose. As the Before the stores of minerals, precious to look after the boat. It was some time when the National Assembly as well as useful, can be turned to account, expenses of the Police estanament for same present or logs in a position or manger, amount water. I have no ensure or logs in a position or manger, now; they were lost on the wreck. With Witness—I thought my course would take between 9 and 10 o'clock that I was on vened, it is proposed to build a temporary the Imperial or Provincial Governments. Seeks.

some: we landed about 10.30 p.m. The back at daylight to the ship for the third European light keeper looked after us as time. We found the water had got up as far well as he could. I left the Lammock as the after hatch. There were about thirabout 10.45 p.m. in the second mate's beat | ty or forty beats alongside when we came, and returned about 130 a.m. on the 19th, and we found the ship had been plundered The sea was then breaking over the sky. we went back to the island. I have no light and the vessel was filled with Chinese | complaints to make against anyone on fishermen who were looting the ship. They board. Sir,—The figures given in your issue of had the awnings all unbent and were looting By Captain Ellis-I know the deviation he called the Water Rati, estimated at 2 last night regarding the Death-rate are mis- everything. I did not go on board; it was on the course E. S. E. was 4 to 5 degrees. per cent. per annum on he gross annual leading. You give London as 20.7, whereas useless. The water was breaking over the I thought the course we were steering would after deck and everything was gone in front, take us two or three miles to the south of Then you quote 17,76 as the Death Rale The water was on deck as far as the main. the Boat rocks. I know the meaning of the further enacted that all he provisions of for the Colony; this however is only the rate mast. I returned to the light house. About red light is to show clear of the rocks, and Ordinances 2 of 1845 and 3 of 1851 touch. for the parely British and foreign comme 5 o'clock a.m. I sent the chief officer the moment I saw it I would had off till I ing valuation and appeal were to extend nity, leaving the Chinese out of count, and to see if he could get into the ship at low lost sight of it. I had not time to advise this rate shows an increase of 1.65 over water. He got back about 9 o'clock. He the Captain to take the a in off before she went on board and found there was nothing | struck. I thought the red-light showed The Death Rate for the whole population, to save. The Chinese had lifted the steam after deducting non-residents and making pipes-off the deck and everything that was allowances for infantile mortality at the movable. They pulled all the doors off the hinges, &c. At 2.30 p.m. in the after-What is the reason of the continual in noon I left the Lammocks for Swatow, leaving the second officer the three ship's February last year as second officer, and boats and four men on the island. I went have been on board since in that capa-

with the chief mate and the rest of the crew city. Irecollect the 18th June. I went on the [We must decline to enter into the dis- to Swatow in a fishing boat and landed bridge at eight o'clock, relieving the chief and means apply to the Wati Rate Ordin- Mulhall's, in 'Fifty Years' National Pro back to the ship. The second officer and points. It was N.E. by E. I E. The Cap- The value of allver money struck at the ance, and a tenement is direct, among gress, page 88, and refer to the year 1886. men came to Swatow on the 23rd and tain was not on the bridge them. There were Osaka Mint during the 19th fiscal year was then I came down to Hongkong with the a number of Chinese boats about from 31 over you 10,000,000, that figure being at-Thates arriving on the 24th. I have no points on the port bow to 11 or 11 points tained for the first time since the establishcomplaint to make against any of my officers on the starboard bow. There was no outlet ment of the Mint. and crew. My crew was 28 in number. so I altered my course to S.E. I K to get | The Tokyo Electric Light Company pro-The fact of the mate going away from the clear of them. While I was altering the course pose to establish an Electric Light Office at fishing boat when he landed me and his I saw the red light The look-out man did Kojmachi on the lines of Editon's Electric

ly low water when I left Swatow I had answer to my whistle and I told him to go Hyogo Prefecture, will be started shortly

the rate of 1 to 11 knots.

hauled in. It has an indicator on the rail. before the red light was reported and about

which was what I expected.

This Ordinance was repealed by the about 61 miles ouside the Boat rocks. | ter's certificate No. 96,577. Igotitin Dun- pulled towards the fishing boats, but posed by Count Okd. existing Ordinance, which was passed. The deviation was 3 degrees e sterly. I dee in 1877 or 1878. I joined be Benle in they would not take the men on board, so Getenba (Tokaide) to keep the steel of on the 12th December 1885. No alteration changed my course at 6,40 to E. by S. 4 S. August 1884 as account officer and was pro- Heft for the Lammocks Island. When I was by way of Fuchu (Kockaland)

Rate is abelished, and instead a fixed per- about E. by N. 1 N. It was about 3i officer. When I relieved him the course is imposed, so that the general points on the port how. I gave the chief be gave me was E. S. E. by the company that the granted, will occupy three years and notice the fishing boats that surrounded it. We granted, will occupy three years and notice the fishing boats that surrounded it. We granted, will occupy three years and notice the fishing boats that surrounded it. We granted, will occupy three years and notice the fishing boats that surrounded it. We granted, will occupy three years and notice the fishing boats that surrounded it. We granted, will occupy three years and notice the fishing boats that surrounded it. centage is imposed, so that the general points on the port bow. I gave the chief he gave me was E. S. E. by the compass, stayed about half an hour by the ship. A friend who returned from i Chefoo a promising gold mine was worked about 6.40 the Captain came on the bridge. The lighthouse records and the fishing boats that surrounded it. We granted, will occupy three year. In Shantung, at about one was worked about half an hour by the ship. A friend who returned from it Chefoo a promising gold mine was worked. About 6.40 the Captain came on the bridge. any surplus With such an miteration as and to call me should the red light be seen. and told me to steer E. by S. 48. I did so, very kind to us. lative Council to see that the rate-payers quarter deck. There is no pilot house mock light when it was lift. I saw the possible to lay by the slip till daylight.

confusion, is a disgrace to the legislation of marked to him that on leaving Swatow the eight o'clock I was just going into the Cap- 'What is that on the starboard bow? I saw blade.' Mr Itagaki then gave his ideas on inconsistencies and ambiguities of the pre the Colony. When the population and ship turned round very badly. The red tain's room with him to look at the chart, breakers and went to the telegraph, but the subject, and after some hours conversavalue of the Colony was very much less light was then reported by the look-out, when the ship struck. We did not go in. as soon as I had my hand on it the vessel tion the interview came to an end, -Osaka lative Council may have no excuso for not than it is now, the rate-payers (as we have He called out red light on the port bow. He said Stop a minute, I'll haul her off struck The ship struck about six minutes Nippo. seen) had the privilege of appeal to its I immediately went on the bridge. The first. The Captain turned round to go after the white light wason the four points. The first Rating Ordinance passed in this. Chief Justice, and (if they wished) to a engineer's cabin door was right under the forward and had only got a little bit when By Captain Ashton—I did not see the Colony was No. 2 of 1845 for the purpose special ja.y of themselves. The rate- bridge ladder, the ship struck. We struck heavily. I Cape light at all. The valuer (then called Valuators) were each year to estimate the metalled Valuators) were each year to estimate the metalled lands, houses and premises the occupied lands, houses and premises within the island, and make a roturn on the metalled or the gross annual value of the metalled or the gross annual value of the metalled or the port life boat ready. The second officer went to stop the or the gross annual value or the port aft boat, and the him to the steamer, but setting that a fixed sum was jaid by all find officer to the port aft boat and the him to the percentage upon such valuations to the gross annual value or the step the step or the gross annual value or the step or the step or the step or the gross annual value or the step or the step or the gross annual value or the step or the gross annual value or the step or the step or the gross annual value or the come eastward of the called out or the step or the gross annual value or the step o of raising an assessed rate for the uphold. payers knew that the heavy expense of the I took a bearing of the red lights and found saw the red light when it was reported. By the Court—I heard when I got back to

ment if that the rates are new paid, no time turned; I told him to take more people in hold was full of water. I went to the just. About half past seven I also saw a chocks, after which the small dog shores shall be lost in bringing forward for disens his boat. At the time he was coming back cabin and found it half full of water. The bright light on the port how—the light of were displaced. This was followed by sionand enactment a Rating Ordinance which the second officer's boat left. He took in water was coming through a door between the light house. I told Sadl about both the displacement of the larger shores, Court and to be served on the assessors. It shall be consistent throughout; that the several firemen. These three boats could lights. Close on eight o'clock I saw a which had heavy weights attached at also directed that for every such summons method of valuation shall be clearly defined; carry all my people. I left with the second not save much. I went into the Captain's lot of junks on the port bow, I pointed the forward ends to allow them to drop that the power to appeal shall be to a officer's boat to try and get a fishing boat room and get the chronometers and them out to Snell, and he could not easily. It was then expected that on properly-constituted board so far as alongside to save what I could. The fishing two or three articles of clothing and put fail to see them. I reported these light to slight pressure being applied to the bow 50 cents, and no other costs were to be value is concerned, and to the Supreme boat would not go alongside. I went into the boat. The men left in the officer on watch. allowed or paid to either appellant or res. Court on points of law, the method the fishing boat myself and several firemen the boat said they could not keep the boat Anton Carlston—I was at the wheel vessel would move, but she did not stir. pondent. In these early days of the Colony of appeal distinctly stated, and the the population required only to be kept in value upon which the rate is to be asorder by the Government, and litstreets and ressed plainly laid down in the Ordinance. to the mate. He did not hear me and re- assistance. I did not see the Captain at bow. I got no order to change the course jacks were brought to bear on the stubborn We do not know who is responsible for the turned to the steamer and took the people this time. I met the second officer as I from the second mate.

go 9 to 10 knots.

mile to 15 miles clear of the rock, and I did not think there was such imminent danger. Charles P. Bell-I hold certificate 00019; I got it in London. I joined the Benledi in England about my papers : when I didget back everything to go to the Captain. After I blew the whistle the look-out man reported the red By Commandor Buckner :- It was near- light. I saw the man, Griffith, coming in the coast of Norimizumura, Akashigori,

all the latest charts and books of di- and report the red light to the Captain. by the Lighthouse Bureau of the Comrections. When I shaped my course I ex. The Captain came on the bridge in less than munications Department. The height of pected to be 3 miles at least off the Boat half a minute from the time I saw the red the lighthouse will be about 40 feet above Mudie, of the Thibet; Captain Winthrop rocks. I steered to passed 6 miles, and light and took bearings. He left for the the level of the sea, -Fiji Shimpo. made as I thought due allowance for tide. I chart room, telling me not to let the ship A chapel now in course of construction in expected the tide to be setting N. N.E. at come any to the castward of her course, the enclosure of the Angle-Japanese. The vessel struck two or three minutes after | School at Aoyama, Tokyo, will be finished By the Court—When I saw the red light I saw the red light. The Captain wasnot on in a few days, and its inauguration core-I thought I was in the outer radius of the the bridge when she struck, but a minute | mony will take place on the 1st instant. are and well to the southward of the rock. | could not have blapsed, before he came on The number of the atudents in the school By Captain Ellis-At 7.45 p. m. I checked | the bridge. After the vessel struck I went | at present is one hundred and sixty, of my compass by the North Star. The patent to the starboard life boat and found it im- which twenty-three are theological students. log was set at 6.10 and I looked at it as I possible to get it off owing to the rocks According to investigations made by the underneath. I got starboard after boat off, Costom House Bureau of the Financial By the Court :- The patent log was never and the third engineer, one sailor, and myself Department, articles imported into and got into it. We took her round on the port exported from Japan during January By Captain Ellis-About half a minute side and got a load of people in. There last amounted to yen 2,242,720.25 and elapsed after I got to the engineer's roop were about 16 to 18 people in the boat, and 2,831,904.68 respectively, the excess of we took the Captain in before leaving. We export over import being yen 589,274.43. hold a Court of Enquiry. I am, Sir, your 2 minutes from the reporting of the light went to some Chinese fishing boats to try Scarcely a newspaper existed in Japan By Captain Ashton—I knew I was likely After a while we got a boat to take all exnow there are 551. The book trade has to get a strong current and left 31 miles for capt three, the chief engineer, one sailor and also made a remarkable advance with the it. When I took the abservation by the myself. The Captain offered the fishing advent of printing in Japan, there being North Star I found a deviation of a point, boat \$100 to take the passengers on shore. 3,538 book shops, supplying the wants of He had to take the lead before the passen- the inhabitants of this empire. Captain Thomsett-That red light is put | gers would follow. We three took the boat | The head of the Fuso Shokai of Yokothere for the purpose of keeping ships back to the steamer and I went on board. I hama, in conjunction with a German, is off the rocks; and to put the ship got five Chinese into the boat. There were contemplating the founding at Yokohama in the hills, and a trained explorer might within the radius of that light without others on board but they would not some. Of a company to be atyled the Rakko Gumi find it. There is also much gold around Captain J. Lawson Riddock said—I am being sure of your position—and it is I saved my papers and sextant and some of (Sea-otter Company) with a capital of one Port Arthur, so much so that the Viceroy Captain J. Lawson Hiddock said—I am being sure of your position—and it is I saved my papers and sexual and some or the number of my car. Impossible to be quite sure of one's position my clothing. My cabin was in the saloon, hundred and fifty thousand yen. The Li has been recommended to have a

Witness—I was informed by several then in the saloon. If the Captain and As before stated, the buildings for the ever, is in its iron and again, now at the saloon of the saloon there they National Assembly have been desided to be capital there are hardingers at the selection of the sea in inches, tenths

Thomas McMutrie said-I was second appliances. Men were also ordered to run engineer of the Benteli. I was on about on the Atago's decks to vary the watch after eight o'clock on the 18th inst. | weight on the ways, and eventually, at The yessel was going full speed. About about 3 o'clook, she began to move. On 8 or 10 minutes past eight I felt a shock perceiving this a feeling of relief was exsucceeded by others. The telegraph rang perienced by the spectators, who cheered 'stop.' That was after the first shock, lustily. The band also played, and the pi-The chief engineer shouted to ease the geons confined in the paper ball were libersafety valve, and at the same time some sted and flew to the neighbouring hills. The one shouted to stop the engines. We did cheering, however, quickly subsided; for not go astern. When going full speed we after gliding gracefully for a short distance

The Court then sat in private for about forty minutes. On the doors being opened again, Captain Thomsett announced that quickly in attendance, but without avail. the Court had resolved not to make its verdict known until they had communicated with the Government on the matter.

JAPAN ITEMS:

We take the following items from the 47 m., Extreme breadth 8,200 m., Depth of Japan newspapers, native and foreign, brought on by the last Japan Mail :-Japanese candles have hitherto only been

sent to China, but a trial shipment to America was despatched the other day. 94,150 dollars in silver coin were exported to Shanghai on the 14th instant in the 90 metres long with a speed of 15 knots, Yokohama-maru. Mesers Okura & Co. will establish a

branch shortly in Tientsin, with the intention of selling Japanese tea in that country. The Tokyo Spinning Mills have ordered Measrs Sasuya & Co. to construct new buildings on the lines of spinning mills in

from getting back to the ship and saving the glass. I blew the whistle to call a man moto, professor of engineering, has been requested to superintend the work.

The work of constructing a lighthouse on

avenue of the Colony may be benefitted by officer orders to take a feur-point bearing, About 6.40 the Captain camb on the bridge The lighthouse people put us up and to call me should the red light be seen and told me to steer E by S AR I Aid at Itagaki the other day, he said the by Mr Becher, an English mining engineer this one would have thought that extra I do not know whether he took the bearcaution would have been used in the Legisines. I went aft to the chart room on the
was told to keep a look-out for the Legisines. I went aft to the chart room on the
was told to keep a look-out for the Legisines. I went aft to the chart room on the
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was told to keep a look-out for the Legisines. I went aft to the chart room on the
was told to keep a look out to the legislation of the caution would have been used in the Legis- ings. I went aft to the chart room on the lative Council to me that the rate room of the lative Council to me that the rate room of the lative Council to me that the rate room of the lative Council to me that the rate room of the lative Council to me that the rate room of the lative Council to me that the rate room of the lative Council to me that the rate room of the lative country of the nature of the ship men that it was in. Germany was the foremest country of California, and trained a number of the nature of the ship men that it was in. world. The Count found after persolls, who carry out all the delicate prowere equally and fairly assessed on a system on the bridge. At 7.45 I went on the white light some time about from 7.20 or witness—I did not know what sort of quaintance that this was quite errolles with accuracy and skill. As all the galacter were appears a second of the control of the con valuation which would press in equal bridge again. I asked the chief mate 7.30. The Captain took the bearing of the rocks they were. I do not think it would although Germany certainly possesses have succumbed to the mine, This is, however, too absurd to be seriously ratio upon all. Instead of this, however, if he had seen the red light, and he light. It bore about 2 points to 24 points have been impossible to lay by the ship. greatest Minister. If I took a sweet influences, and have left the mine, not only are the inconsistencies and shared- said No. I took my glasses myself and on the port bow. He came up several By Captain Ellis—I saw the junks be- an example, instead of a country, continuous to the capital invested, reities of the numerous former Ordinances could see nothing of it. I went aft to the perpetuated, but the omission to state (as short room again Two as these minutes begins and lead and for the light was on the four points. I Count Kuroda, 'I should like Germal as from Tls. 200,000 to Tls. 250,000, begins and lead and for the light was on the four points. I Count Kuroda, 'I should like Germal as from Tls. 200,000 to Tls. 250,000, begins and lead and the four points. I count Kuroda, 'I should like Germal as from Tls. 200,000 to Tls. 250,000, begins and lead and the four points. I count Kuroda, 'I should like Germal as from Tls. 250,000, begins and lead and the four points. I count Kuroda, 'I should like Germal as from Tls. 250,000, begins and lead and the four points. I count Kuroda, 'I should like Germal as from Tls. 250,000, begins and lead and the four points. I count Kuroda, 'I should like Germal as from Tls. 250,000, begins and lead and the four points. I count Kuroda, 'I should like Germal as from Tls. 250,000, begins and lead and the four points are the four points. I count Kuroda, 'I should like Germal as from Tls. 250,000, begins and lead and the four points are the four points. I count Kuroda, 'I should like the country the four points are the four points are the four points are the four points are the four points. I count Kuroda, 'I should like the country the four points are perpetuated, but the omission to state (as chart room again. Two or three minutes bearing and keep a good look-out for the was still clearing to pass the boats when we to a dull weapon, that required an exlost as even gold may cost too dear. was done in those Ordinances) upon what after eight o'clock I was going on the the mite was to be charged and thus the rate was to be charged and thus to bridge again to take another bearing of the practically void the Ordinance and these Lapprocks White Links and Tatamed at Camp on but I left my instructions with it. France, on the contrary, is as a pay a profit, economy, regularity, these the rate-paving portion of the Colonyinto the chief angineric and and the chief angineric angi the rate-paying portion of the Colony into the chief engineer's cabin doors and reconfusion, is a disgrace to the legislation of marked to him that on leaving Swatow the cight o'chiek I was just going into the confusion of the Colony into the chief engineer's cabin doors and reconfusion, is a disgrace to the legislation of marked to him that on leaving Swatow the cight o'chiek I was just going into the Colony into the confusion of the confu

onth; a percentage upon such valuations such v was each year to be fixed by the Governor in equal ratio, but now that the percentage was standing abrest of the after hatch. I came to a standard first to the stern for in Council, but so that the amount to be has togo into general revenue, it is obvious told him Come here a minute to the chart port life boat. I went first to the stern for was on the lookout on the forecastle. A site of all efforts made to induce her to Managers and hold the Director, raised should not exceed the expense of that it does matter very much upon what room with me. When I was at the chart take the water. On arriving at the dock- and without the seasons in shoals, the rate is to be fixed, and that it is abso- room I changed my mind: I said I would up to the port side. I took 20 passengers board bow—a junk light—and that was all yard the guests, numbering about 300, sat persone are provisingly regard to comlutely necessary in dealing fairly with the take the ship out before I had the course and 3 of the crew. I went to several junts the light I saw. I saw the red light five down to lunch; among these present being: But the mine starth posts and fatten. from the valuation within a period of lappear that a clear definition of gross down. I then went forward to take the ship and tried them to take the passent being the property of the proprietors and the property of the property of the proprietors and the property of the proprietors and the property of and not annual value should be enacted, and out and had got only two steps when the gers They refused to take them, and about 1 points on the port bow. I report Prince Arisugawa, Admiral Kabayama, Admiral Kabay that the not annual value, alone, is the fair ship struck. We were going at the speed of the passengers were afraid to go on ed it. I called out 'red light on the port miral Akamatz, Vice-Admiral Nakamuta, promoto their relational sarvices value upon which the rate-payers should 11 knots. She struck heavily about 7 or 8 board. I reached one fishing boat, and bow. About two or three minutes before Vice-Admiral Nice, Rear-Admiral Induye, without chanish tighther nothing. pay to the general revenue under whatever minutes past eight o'clock. I had about 30 compelled them to take the Chinese past the vessel struck I saw some lights on Rear-Admiral Arichi and other high offi- In the navy the ovil attachment. Chinese passengers on board. I gave or sengers on board. They took them. I the port bow and heard yelling. I saw cials; also the captain and officers of the Foochow captain, for a worse. If a Notwithstanding that the Government ders to clear away the boats at once and tried to go back to the ship. We were sur
No withstanding that the Government ders to clear away the boats at once and tried to go back to the ship. We were sur
No breakers and no junks. It was not Austro-Hungarian cruiser Aurora, M. ship, he at once harries been to clear away the ders to clear away the boats at once and tried to given a deal and the ship the stones are supported. has apparently placed itself in a serious the orders were obeyed. We got three boats rounded by the fishing boats, which tried to a very dark night. We could see 10 or 15 Bertin, and several foreigners in the employ Shantung or Chihli office to a way of the man out of the could see 10 or 15 Bertin, and several foreigners in the employ Shantung or Chihli office to man out of the could see 10 or 15 Bertin, and several foreigners in the employ Shantung or Chihli office to man out of the could see 10 or 15 Bertin, and several foreigners in the employ Shantung or Chihli office to man out of the could see 10 or 15 Bertin, and several foreigners in the employ Shantung or Chihli office to man out of the could see 10 or 15 Bertin, and several foreigners in the employ Shantung or Chihli office to man out of the could see 10 or 15 Bertin, and several foreigners in the employ Shantung or Chihli office to man out of the could see 10 or 15 Bertin, and several foreigners in the employ Shantung or Chihli office to man out of the could see 10 or 15 Bertin, and several foreigners in the employ Shantung or Chihli office to man out of the could see 10 or 15 Bertin, and several foreigners in the employ Shantung or Chihli office to man out of the could see 10 or 15 Bertin, and several foreigners in the employ Shantung or Chihli office to man out of the could see 10 or 15 Bertin, and several foreigners in the employ Shantung or Chihli office to man out of the could see 10 or 15 Bertin, and several foreigners in the employ Shantung or Chihli office to man out of the could see 10 or 15 Bertin, and several foreigners in the employ Shantung or Chihli office to man out of the could see 10 or 15 Bertin, and several foreigners in the could see 10 or 15 Bertin, and several foreigners in the could see 10 or 15 Bertin, and several foreigners in the could see 10 or 15 Bertin, and several foreigners in the could see 10 or 15 Bertin, and several foreigners in the could see 10 or 15 Bertin, and several foreigners in the could see 10 or 15 Bertin, difficulty, with the rate-payers, by the out, the fourth we could not get out. There stop us in every way by crewding round imiles along the korizon. I went in the of the Japanese government. Shortly after the vessels, unless sometime ties. looseness of its last Rating Ordinance, we do not advocate for one moment that the rolling in. I told the carpenter to sound the boatswain, who was with me, to go on my clothes. There was no time to save the rates holds. He found a feet in the fore hold, board the ship with me to see if there were platform, pulled a string and uncovered the pointed to a gunboat in white was application. looseness of its last Rating Ordinance, we was a rock immediately under it and a swell us. I got to the ship, and I asked the chief officer's boat. I only saved a part of balf past one o'clock, all being in readiness, is used in mother way, as demanded, if demanded on reasonable 5 feet in the main and the same in the after any passengers. We found three passenassessments, because the money must be hold. The third officer left with the first gers. They were not willing to come with board the Bealett. I was on the fook-out Kabayama then made a few congratulatory. Ningpo. The captain was because the money must be hold. found for the wants of the Colony; but what boat. He took some Chinese and some of us. We forced two into our boat, but the from 6 to 8 o'clock, Saell relieved me. Refore Spell relieved me. Refore Spe found for the wants of the Colony; but what boat. He took some Chinese and some of us. vvo lorged two the same chinese and us. operations. The vessel was first raised on got a Ningpo captain, when all well. bout, in addition to tackles and other

> the speed of the vessel was seen to duorsase and shortly after she stopped. This was a serious mishap. However, two tugs were and when the visitor's boat started for Yokohama at about & past 4 o'clock the Atago marte was still on the ways.

The new vessel is a smart looking gunboat with a twin screw and ram bow, and On Bombaysupplied with very efficient rolling chooks. Her principal dimensions are : - Leugth hold 4.150 m., Mean draft fore and aft 2.99) m., Tourage, displacement 621 tous. Probable speed 101 knots. She is constructed of steel inside and iron out. There are two other men-of-war on the

stocks at Yokosuka, one to be 70 metres long with a speed of 15 knots and the other -Japan Gazette.

The Japan Mail says :- Although not an important addition to the Japanese Navy, the launch of the Atago Kan is a notable event, as she is the first iron vessel built at Yokosuka. That the extensive plant and machinery for i mahipbuilding, introduced The total sum of the contributions by some time since at this establishment, will enable the authorities to get through a great deal of work in a short space of time. is apparent in their first effort in this direction, as the keel of the Atogo Kan was only laid down on the 17th of July last.

> THE MINES OF CHINA. The Tientain correspondent of the N.-C.

D. News writes :-The Chinese officials are again turning attention to the mineral wealth of the Empire. A very eminent American goologist and mineralogist is now investigating a large copper mine not for from John. The mine has been examined several times. but, so far, without satisfactory result. is not easy to keep the water down, and the ore is of very various quality. Some rich cockets exist, but as a whole the lodes do not compare with the rich beds of Lake Superior and Queensland. Moreover the ore generally is of a somewhat intractable nature, and the extraction of the metal in a pure state is through complicated and costly processes. The deposit, however, is so large that it deserves special attention, and it may be that a practised and scientific Manila 29.67 88 mineralogist as Professor Church is may be Haiphong. 29.71 89 a le to dovise economical means for enabling the mines to furnish the large Amoy 29.67 90 66 sw

versment for coinage, cartridges; etc. The galena (argentiferous lead) mines are numerous, but the quantity of silver is not great. Unless coal is cheap and transport to a market not dear there will not be Bolinao ... 29.72 84 | - | 8 |4|

Gold is found in many places in Chihli Hongkong 29.76 85 68 and in Mongolia. Jehol, no doubt, has Amoy 29.74 83 79 - 0 large quantities of the precious metal, but Shanghai. 29.74 72 95 -. 0 ofr no explorations have been made, and the Nagasaki. 29.69 - N 3 only gold obtained is from the river bed, Wlostock, 29.89 51 97 - 0

did not exceed, for the Wat Kate 2 per the exception of two chronometers I lost the exception of the chronometers I lost the exception of the exception of the chronometers I lost the exception of the chronometers I lost the exception of the ex think it is at all likely that foreign liens on The application for laying a railway, pro. Chinese mines, for advance of money, etc.

is made in this as to the metho's of The chief officer was on watch from 6 to 8 moted to be first mate in February 1885 on board the keel was well upon the rocks shortly by the Government o'clock. When I set the course the third and have served as such the rocks shortly by the Government of the method of the rocks shortly by the Government of the method of the rocks shortly by the Government of the rocks shortly sh valuation or appeal, but an important o'clock. When I set the course the third and have served as such the stern was not then under water. The system under which having gone for his ten. I was on the bridge of the rates. The system under which having gone for his ten. I was on the bridge of the rates. The system under which having gone for his ten. I was on the bridge of the rates. The system under which having gone for his ten. I was on the bridge of the rates. The system under which having gone for his ten. I was on the bridge of the rates are made. When I got to the Language are made through much rough coulted at a light of the rates. The system under which having gone for his ten. I was on the bridge of the rates are made. When I got to the Language are made. The system under which having gone for his ten. I was on the bridge of the rates are made. When I got to the Language are made. The system under which having gone for his ten. I was on the bridge of the rates are made. The system under which having gone for his ten. I was on the bridge of the rates are made. The system under which having gone for his ten. I was on the bridge of the rates are made. When I was on the bridge of the rates are made. The rate of the rates are made in the rate of the rate of the rates are made. When I was on the bridge of the rate of the rates. The system under which having gone for his tea. I was on the bridge are made through the actual cost of the Police off and on from 6 to 8 o'clock. About 7.20 We left about 4.30 p.m.: I took charge of the skin. no more than the actual cost of the Police off and on from 6 to 8 o'clock. About 7.20 We left about 4.30 p.m.; I took charge of the ship. This was a little after midnight. Put at yen 4,500,000, and the ship will be started as soon as the started as soo

the hands of a sot of harpies who ing the workmen's wages, plunder to he pocket the gold. The best

Alarat would not be rich enough min Chinese methods. and, sbeing given to the galena-

Unotations Hongkong, June 30. PIUM-New Patna, cash,.... 500 W21 New Benares, cash ... 470 to 481 .. New Malwa, cash,.... 525 Allowance, Taels 16/32 Old Malwa, cash,..... 550/560 Allowance, Tapls 4/16 Persian, Oily, cash ... 470/90 Allowance, Taels None to 32 Persian, Paper tied... 490/500 Allowance. Taels 32/98 Ezchenge. HONGRONG. June 80.

n London-Bank, Wire. On demand. 30 days' sight, 4 months sight, Credits, 4 Documentary, 4 months' sight, 3/22 n Paris-On demand, ... Credits, 4 months' sight, In New York-On demand, ... Oredits, 60 days' sight, Wire, ... On demand, On Calcutta_ Wire, On demand, ... On Shanghai --On demand, ... 30 daye night.

lold Leaf, 100 line ... iovereigns, ... \$6.26 Temperature. Taken at Meisrs Falconer & Co,'s Premises, Queen's Road.) BAROMETER- 9 A.M.... 29.800 1 P.M. ... 29.760 Do. 4 P.M. ... CHERMOMETER-9 A.M.... 1 P.M. ... 4 P.M. ... (Wet bulb) 9 A.M. 1 P.M. 80 Do. 4 P.M.

Meximum ... Do. Minimum over night 84 METEOROLOGICAL REGISTER. AT 4 P.M. TO-DAY. Barometer . . . 29.69 Temperature . . . Humidity . Direction of Wind Force .

Weather Hongkong, Observatory, June 30, 1887. CHINA COAST METEOROLOGICAL REGISTER. JUNE 29. -AT 4 P.W.

Bolinao Hongkong 29.70 87 quantities of copper required by the Go. Foochow. 29.62 92 67 85W Shanghai .. 29.74 74 93 E Nagasaki. 29.65 -Wi ustools. 30,03 50 - - 0 0 Haiphong.

> high, the humidity moderate and cloudy weather prevails. W. DOBEROK, Gorernment Astronomer.

The barometer is falling and gradients

continue very gentle. The temperature is

would have had time to save their arected at Nagata-cho, so that the lots of finest icon, coal, and limestone, accessible, 2. Temperarcan, in the shade in degrees, 8. HUMIDITY, in percentage of saturation, the

homidity of air saturated with morature being 4. DIRECTION OF WIND, to two points.

F Tain, a snow, thouler, r visibility,

inches tenths and handredthe.

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The Notes and Queries ar obtaining and form an important merentesknowfrom and diffusing among The Correspondents is for the interchange of views and

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advantageous comparison, with preceding

numbers.'-Celestial Empire.

Daily News.

'This number contains several articles of interest and value.'-North-China Herald. 'The China Review for September-October fully maintains the high standard of excellence which characterises that publitation, and altogether forms a very interesting and readable number. Mereorologists will find an interesting and valuable contribution by Dr. Fritsche, on "the Amount of Precipitation (Rain and Snow) of Poking," showing the results of observations made at the Imperial Russian Observatory at Peking, from 1841 to 1880. "Notes on the Dutch Occupation Victoria will be delivered the same day. Three Coolies, 55 cts. Three Coolies, 0.85 of Formesa," by Mr. Goo. Phillips, contains some interesting information, although much of it is second-hand. The Notices of Mails. New Books include a most generous and appreciative review of "The Divine Classic of Nan-Hua," and the Notes and Quories are as usual very interesting.' -- North-China

all students of China and the Chinese would do well to patronise.'-Chrysanthemam. 'The November-December number of the China Review contains less variety than usual, but the few articles are very interesting. The opening paper by Mr Herbert A. Giles on "The New Testament in Chinese" treats of a question that must necessarily be of great importance in the eyes of all missionaries. . . Mr E. II.

'A substantial and reliable Review which

Parker's "Short Journeys in Szechuen" are continued, and a goodly instalment of these travels in the interior of China is velopes containing Patterns may be wholly given. Mr F. H. Balfour contributes - closed, if the nature of the contents be first paper of some length entitled "The Ema exhibited or stated to the Postmaster To Pok-fu-Lam or Quarry Bay, ... 20 peror Chong, founder of the Chinese Em- General, as he may consider necessary, and pira," which will be read with genuine approved by him. Printed Circulars may To Shaukiwan, interest by students of Chinese history. A few short notices of New Books and a number of Notes and Queries, one of which On Chinese Oaths in Western Borneo and Java" might appropriately have been placed under a separate heading, complete the number. -H.K. Daily Press.

Trubper's Oriental Record contains the following notice of the China Review:-

The present publication, judging by the

number now before us, is intended to

occupy a position, as regards China and the neighbouring countries, some what similar to that which has been filled in India by the Calcutta Review. The great degree of attention that has been bestowed of late years upon the investigation of Chinese literature, antiquities, and social developments, to say nothing of linguistic studies, has led to the accumulation of important stores of information, rendering some such channel of publicity as is now provided extremely desirable ; and contributions of much interest may fairly be looked or from the members of the foreign consular services, the Chinese Customs' corps, and the missionary body, among whom a high degree of Chinese scholarship is now assiduously cuitivated, and who are severally represented in the first number of the Review by papers highly creditable to their respective authors Some translations from Chinese novels and plays are marked by both accuracy and freshness of style; and an account of the career of each Parcel. the Chinese post-statesman of the eleventh century, Su Tung-p'o, by Mr. K. C. Bowra, la not only historically valuable, but is also distinguished by its literary grace. Beside notices of new books relating to Chins and the East, which will be a useful feature of the Review, if carried out with punctuality and detail, we are glad to notice that 'Notes' and 'Queries' are destined to find a place in its pages also. It is to be hoped that this opening for contributions on Chinese subjects may evoke a similar decree of literary zeal to that which was displayed during the lifetime of its predeaddress as that of the Parcel itself, or anceasor in the field, and that the China Review other Parcel to the same address. No may receive the support necessary to haure its continuance.

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one however, be enclosed, if the custody of the British

Missent or Delayed Correspondence. When correspondence has been missent or delayed (both of which are liable to happen occasionally) all that the addressee need do is to note on the cover, Sent to -, or Received at 7 p.m., or as the case may be, and forward it, without any other writing whatever, to the Postmaster General. This should be acted on the first time cause of complaint occurs; it is a mistake to let such matters pass for fear of giving trouble, a course which generally gives more trouble in the end.

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Merchant Vessels in Mongkong Marbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate haling the position of any guest in the Harbour, the Anchorage is divided into eleven Sections, commencing at

Green Island. Vessels near the Hongkong shore are marked he, near the Kowloong shore ke, and thuse in the body of the

Shipping or midway between each shore are marked on in conjunction with the figures denoting the sections

1. From Grown Island to the Gas Works, 2. From Gas Works to Jardine's Wharf.

3. From Jardine's Wharf to the Harbour Master's Office.

4. From Harbour Master's to the P. and O. Co.'s Office. 5. From P. and 0. Co.'s Office to Poddar's Wherf. 6. From Poddar's Wharf to the Naval Yard.

7. From Naval Yard to Blue Buildings. 8. From Blue Buildings to East Point. 10. Kowloon Wharves.

9. From Kellett's Island to North Point; 11, Jardine's Wharf.

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t	Vessel's Name.	Captain.	Flag and Ry.	Tons.	Date of Arrival.	1 1/45301/10/00/00 /540 (6/77/97/19)	Destination.	Remarks.
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	Antonio	Wallies	Bric. str.	1214			Homow	TO-INOITOW
						Jardine, Matheson & Co.	Sourabaya	To-morrow
١	Batavia8 c	Price	Brit. str.	1557	June 27	Adamson, Bell & Co.	1	
	Batjah5 e					Arnhold, Karborg & Co.	**************	For sale
-	Cassandra5 c					Siemssen & Co.	* * * * * * * * * * * * * * * * * * * *	
ĺ	Catterthun	Have	Brit. str.	1003	June 10	Russell & Co. Siemasen & Co.	Swatow & Bangkok	Abideen Doel
	China	Ulderun	Ger. str.	648	June 20	Melchers & Co.	Charon of Dangkon	AU decir Doca
١	Clara3 h			674		Wieler & Co.		
1	Ornsider7 h	Ogston	Brit. " str.	643	Nov. 13	Siemssen & Co.	**************	Wanchai
١	Decima5 c	Oestmann	Ger. str.	965	June 29	Siornssen & Co.		
١	Fatshan	Brock	Brit. str.			H.K. C. &M. S. S. Co.	************	K'ioon Dock
١	Frejt	(Lating	Dan. str. Brit. str.	0.07	June 10	Arnhold, Karberg & Co.	Callenda for	K'loon Dock
١	Greylound	dahtan	Brit. str.			Adamson, Bell & Co. Douglas Stamship Co.	Hoihow, &c. Coast Ports	To-morrow 2nd prox.
1	Independent 2 h	Hasenwinkel	Gur. str.	871	June 29	Wieler & Co.	Coast I bits	zad prox.
	Jacob Christensen 8 c	Bjerck	Nor. str.	1109	uuo 29	Mitsui Busan Kaisha	Kutchinotzu	
1	Kong Beng 3 h	Phillips	Brit. str.	862	Jane 27	Kuen Fat Hong	75	
1	Katsing 3 c	Jackson	Brit. str.	1495	June 30	Jardine. Matheson & Co.	Shanghai	To-morrow
	Lombardy2 h	Brookes	Brit. str.					
	Marie3 c	Schaeter	Gor. str.	1202	June 29	Wieler & Co.		
١	Mosser	Boness	Brit str.			Yuen Fat Hong	Swatow & Bangkok	Conton Deal
	Pilot Fish o h	Stopani	Brit. tuo:	161	O U.H.C. 22	H. K. & W. Dock Co.	Swalow & Danghok	Cos tan Doc
	Sea Gull	C. Labirel	Amer. str.	48		China Traders Insurance Co.		For sale
	Sopolow 3 h	Rowin	Brit., str.	313	June 29	Chinese		To-morro w
	Taichiow2 h	Newton	Brit. str.	862	June 28	Yuen Fat Hong		3rd prox.
۱	Taisang				June 25	Jardine, Matheson & Co.		Ab'deen Docl
1	Tetarios8 c				June 29	Takasima Colliery	Nogasaki Vakabana & Kaba	Transition of the second
1	Travancore	Logan	Brit: str.	1149	June 10	Russell & do	Yokohama & Kobe	TO-MOFFOW
١	Waiting8 c	Piper	Chi. str.			Sander & Co.	4	2.5
1	Zatiro			676	June 26	Russell & Co.	Amoy & Manila	2nd prox.
1		7 4.3					•	
1								7 1
i		0					1	2 10
١	Salling Versels						*	14° 14 A
1	Allie Rowe	Phillins	Haw. bo.		June 9	Wieler & Co.		K'loon Dock
	Anton Gunther 6 k		Ger. bae.	441	Feb. 11	THE TOTAL OF THE TANK OF THE T		10011 2001
1	Autoinette	Bunja	Brit, bue,	884	May 24	Siemssen & Co.	New York	4.
	Billy Simpson 5 k	Brown	Brit. bge.	432	June 20	Gibb, Livingston & Co.	Sandakan	5th prox.
	Colombo3 c	Griff	Ger. bqe.	636		Captain	•	
	Director4 c					Gonsalves & Co.	San Tuendada	
	Great Admiral	Raymola	Siam hoa	204	June 25		San Francisco	
1	Mount Lebanon 2 c					Gonsalves & Co.	Honolulu	
	Orient3 c	Roder	Ger. bac.			Wieler & Co.		
	Pactelus8 c	Burnham	Amer. sh.	1144	June 17	Pustau & Co.	New York	
	Rapid 3 c	Steinbring	Siam, bqe.	429		Weler & Co.	×	
	Somptag2 e	Haswell	Amer, bqe.			Pustau & Co.	New York	
	Southern Chief 2 c					Arnhold, Karberg & Co.	Victoria, B.C.	
	Tobique				May 8	Pustan & Co.	Hamburg New York	4
	Wandering Minstrel 5 k		There are a real		April 14			
					.)		7 1.	

Mer Establish Majesty's Ships on the China Station.

Name.	Rig.	Tona.	Guns.	I.H.P.	Ouptain.	Where at.
Alacrity	despatch-vessel	1400		_ +	Captain R. Blair Maconochie	Shanghai
Audanous*	double-screw tran frigate	6010	10	4330	Capt. Robert Hastings Harris	Nagasaki
-Champion	corvette	2380	14	2340	Captain A. T. Powlett	Johore
Cleopatra	corvette	2380	1.4	2610	Captain L. C. Keppel	Johore
Cockehafer	gunbout	465	4	470	LieutCom. H. H. Boteler	Hongkong
Constance '	corvota	2380	14	2590	Capt. Seymour Dacres	Yokohama
Cordelia	corvetto	2420	-		Captain Henry H. Boys	Hongkong
Daring .	ucola	940	- 4	920	Captain A. H. Boldero	Shanghar
Esk	gunboit	360	3	340		In reserve
Espoir	gunbost	465	4	470	LieutCom. H. R. Adams	Singapore
Piretrand	gumboat .	455	4	460	LieutCom, Denison	Hongkong
Heroine	corvetto	1420	8	1470	Captain Chas. J. Balfour	Kobo
Leandor	cruiser	3750	10	5000	Captain M. J. Dunlop	Yokohama
Linnst	gun-ressel	766	â	1050	Commander W. Marrack	Shanghai
Morlib	gunbost	430	4	430	LieutCom. W. M. Maturin	Shanghai -
Midga	halk	603				Hongkong
Rambler	sloop	830	3	690	Commander W. U. Moore	Shanghai
Sapplire	corvetto	1970	12	2360	Captain R. G. Kinahan	Shanghai
Satellite	cruiser	1420	8	1400	Captain Arthur L. Alington	Amoy
Solent	torpeds mining launch	150		-		Hongkong
Swift	gun-vessol	756	5	1010	Commander A. C. B. Bromley	Amoy
Tweed	gunboat	360	3	340		In reserve
Victor Emanuel	receiving ship	5157	14		Commodore Maxwell	Hongkong
Wanderer	gunbost	925	4	750	Captain Orford Churchill	Shhangai -
Wivem	turret-ship	2750	1 4	1450		Hongkong
Zephyr	gunboat	438	1 4	530	LieutCom. Chas. K. Hope	Hongkong

* Flagship of Vice-Admiral Vesey Hamilton, Commander-in-Chief

For H. B. M. Ships' tonnage, displacements and effective horse powers are given according to H. M. Navy list.

Foreig : Men-of-war on the China and Japan Station.

Name.	Fing and Rig.	Tons.	Gum,	-H, P,	Captain.	Where at.	Anamba Clan Robe
Aleout	Russian gunboat	800		18	Captain Parenego	Nagasaki	Earl Gran
Aragon	Spanish cruiser	1908			Captain D. E. Zulnaga	Manila	Fildenhop
Pabic	Brench gunboat	470	4	450	Commandor Rups	<u> </u>	Jas. A. W
Lurom	Austro-Hungarian cruier	1430			Captain Franz Muller	Nagasaki	Jas. G. B
Bohre	Russian cruiser	1100			Captain Menschooff	Nagosaki	Kopler
Brooklyn	U. S frigate	3900	14	1200	· Flagship of Admiral Chandler	Yokohama	L. Schepp
conète	French gunboat	475	4	450	LieutCommander Noirot	Haiphong	Manuel
Dmitry Donskoy	Russian frigate	6000]		Captain N. Sorydloff	Nagasaki	Sachem
Essex	U. S, corvette	1375	8	900	Commander Jewol	Yokohama	
agust :	French gunboat	445	2	270	LieutCommander Fouet	Haiphong	1
utin	French gunboat	485	4	425	Captain Nepy	Haiphong	1
Inrion	U. S. corvette	1900	7	1170	Commander Merrill Miller	Chelmulpo	Advance
Louosasy	U. S. aloop	1370	B	1470	Commander H. Glass	Yokohama	Aline
Tordj .	Russian gunboat	455	7	60	Commander Moltsoff		Aurora
Vautilus	German gun-vessel	755	4	600	Captain you Hoven	Corea	Potorio
layerdink	Russian cruiser	1330	Q I	250	Captain Zarine	Singapore	Batavia
mata	U. S. corvette	2400	12	1150	Capt. Courting	Vladivostock	Caroline
alos.	U.S. ganboat	420	4.4	500		Yokohama	Diamond
arseval	Frenchgunboat	440	4	*	LieutCom. Thomas Nelson	Yokohama	Doretta
luyior	Proper garboat	F-10	1	400	Captain M. Foret	On a cruise	Emilie .
'rimuguet	French gunboat	510	48	420	LieutCommander Poidloue	Haiphong	Foochow
	Frencheruiser	2200	15	2270	Captain Buge	Yokohama	Colinh
lapido Lio Lima	Italian orniser	1458	5	. 7	Captain F. Greralt	Manila	Kong Lee
	Portuguese gunboat	540		-	Captain Raphael d'Andrade	Hongkong	Long Him
ynda	Russian craiser	3000	-		Captain Th. Avellan	Nagasaki	Meridian
ivoteh	Russian cruiser	000	1	1000	Commander Suctrieff	Corea	QueenofE
obal	Russian gunboat	455 .	7.	. 60	Omamander Royle	Japan	Rapid
amaga	Portuguese gunboat	610	5	500	Commander P. I. Gouveia	Macao	Siam
ureme	French frigate	5880	12	4250	Captain Juge	Yokohama	Siburian
eatnik	Russian corvette	1330	1		Optain Lank	Nagasaki	
therein the second	French gunboat	440	4	425	Capt. de Maroller	Nagasaki	8 8
litias	Russian corvette	2950	12		Captain Makaroff	Negasaki	Printed a
osteck	Russian gunhaat	, S. 4		· _	themanter Mothensky	Vindivinatock	BAIN,
Cr. Ve	77	004	5 Dr	0.10	10.10		Word

SH PPING IN OHINA JAPAN PHILIPPINES, AND SIAM

WATERS. WHAMPOA. Senarty Brit. E. J. Spence Brit. str. Hongkong Kung-pai str. Shanghai str. Shanghai Brit. Brit. Tientsin

Brit. Yangtsze AMOY. In port on June 23, 1887. MERCHANT STEAMERS.

Dutch Bantam Spanish Don Juan British Formosa. Hongkong MERCHANT SAILING VESSELS. Carl Bohn Ger. bge.

FOOCHOW. In port on June 15, 1867.

MERCHANT STRAMERS, Brtiish Guthrie British Glengarry British Kaisow British Patroclus Taku British MERCHANT SAILING YESSELS. Brit. bqe. Satsuma Brit. bge. Sin Kolga Wagrien Amer. sch.

WalterSiegfried Brit. bqe. SHANGHAI. In port on June 25, 1887. MERCHANT STEAMERS.

British Ancons Braunschweig German CarmarthenshireBritish British Chefaa British Dardanus Deucalion **British** Chinese Fungshan Chinese Fuyew. British Glencoe _ British Glenfruin British Glengyle Chinese Hac-chang British Ingeborg Iraouaddy Freich Geman Johann Chinese Kinng-kwan Chinese Kiang-tung British Kowshing Bitish Kung-wo British Nanzing British Ningpo British Oopack British Hankow, &c. Pekin British Ravenna Store Nordisk Danish Hankow, &c. Dittib Wenchow

Wismar Wuchang MERCHANT LATELING VESSELS. Brit. bge. Airzone Brit. Batavia Chihaya Maru Japan, bo. Faugh Balaug Gr. 3m. sc. Hagerstown Amer, sh. Johann Adelp Ger. sch. J. Nicholson Brit. bge. KumasakaMai Japan. bqe. Brit. bge. Brit. bge. Brit. bge. Sea Swallow

NAGASAKI. In pt on June 8, 1887. Atago Maru Jap. hulk. Kozaki Mari Japan, boje.

Walls Castle Brit. bqe.

Wm.C. Conn. Amer. sh

TOKOHAMA. In gt on June 12, 1887. Ger. bge. Augusta Hilaria Brit. . ah. Amer, sh. Mercury Brit. bqe. Plymouth

HIOGO. In pt on June 14, 1887 Brit. sh. Brit. bge. Condor Ellen A. Re Brit. Guy C. Gost Amer, sh. W. J. Rotel MANILA.

In rt on June 18, 1887. Brit. lan Roberta Brit. arl Granvil Brit. Brit. as. A. Wrig Amer. bqs. as. G. Bain Brit. Ger. opler Schepp Ger. Siam. bge. achem Amer. BANGKOK. t on May 14, 1887. Siam. bqe. Brit. bqe. Brit. bqe. atavia Brit. Sigm. 3 80. Siam. bge. amond Siam. bg. oretta milie Norw. bge. oochow Siam. bye.

> usenofEngldSam. sh Sam. bge. Siam, bue. Chi. bge. ibirien rinted and iblished by GEO MURRAY Barn, atle China Mail Office, No. 2,

Wyndhalstreet, Hongkong

Siam. bg.

Siam. sch.

Sam. bge.

Siam, sch.